THE BIRTHDAY
of the
UNITED STATES MARINE CORPS

Material and Sources
of
Chapter III, Volume I

History of the United States Marine Corps

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(Only two hundred copies made)

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FORENOTE

This compilation is not the final manuscript of this Chapter but represents only material and sources upon which it will be based. Since the information expressed in this History required original research, which has not been completed, it was decided to publish it first in mimeographed form. Considerable additional information will have been collected by the time it is desirable to write the final manuscript for printing. It is purposely made voluminous in order to make public, details of early Marine Corps History that obviously will not be included in a printed work because of lack of space. The plan provides for seven large volumes divided into appropriate chapters.

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond a practical scope and size. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

Only two hundred copies of this Chapter have been made and they are being sent out to selected repositories so that information concerning the Marine Corps will be distributed throughout the United States. If for any reason those to whom it is sent do not desire to retain it please inform the Historical Section, U.S. Marine Corps, Washington, D.C. and arrangements will be made for its return.

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(McClellan, Hist., U.S.M.C., 1st ed., 1st rev., I, Ch. III, p--)

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(Hoffman, Hist., U.S.M.C., 1st ed., 1st rev., I...Ch. XIX, p—)

CHAPTER III, VOLUME ONE

THE BIRTHDAY OF THE MARINE CORPS

While April 19, 1775, the date of the Battle of Lexington,[1] has been accepted as the beginning of the American Revolution it was not the first revolt, either on land or sea.[2] Lexington was but supplemental to earlier movements.[3] The rising of the American Colonists against the Mother Country occurred ashore and in the coastal waters of America during more than a decade prior to Lexington.[2]

Revolt on the water occurred several times before April 19, 1775.[2] Abraham Whipple's historic operation that destroyed the Gaspee in 1772 is an outstanding illustration.[4]

The First Continental Congress met at Philadelphia on September 5, 1774[5] and from then on the revolution became well defined. The pioneer patriots of the pre-Lexington period performed duties that later were assumed by Marines, Bluejackets, and Soldiers.[6]

Major John Pitcairn,[7] of the Royal Marines of Great Britain, is the officer who snapped out the order "Disperse ye Rebels!"[8] which was answered at Lexington with the "shot heard round the world."[8] And Naval Americans, including maritime soldiers, were busy afloat while the aroused citizens were fighting on land at Lexington.[9]

There were many risings against the enemy afloat immediately after Lexington.[10]

Difficulty will be met with in an attempt to decide whether the land or naval forces (including Sea-Soldiers) of the Colonies first resisted the enemy in the Revolution. However, the date decided upon as the beginning of this type of naval endeavor, will be that of the Marines also, since they always have been an integral part of the Navy.

Three general classes of American Marines served during the American Revolution - Continental or Regular Marines, Marines of the Colonial or State Navies, and Marines of the Privateers.[11]

American privateers entered the struggle at an early date. Their Officers, Seamen and Marines may have been the earliest Americans to enter the struggle.[12]

The earliest ships, as also the earliest Marines, belonged to the Colonial or State Navies. Before there were any Continental warships numerous Marines were serving on such vessels.[13] The first American Marines to serve ashore were those of a Colony or State.[14]

Ticonderoga[15] and Crown Point were captured on the Tenth of May, 1775[16] the day that Continental Congress assembled at Philadelphia for the second time.[17] Silas Deane

had much to do with this success.[18] The Americans immediately armed several small vessels on Lake Champlain and these formed an early, if not the first, American naval force that defended the United Colonies.[19]

Information was received at Hartford, Connecticut on May 13, 1775 "representing the garrison at Ticonderoga in a feeble State both as to men & provisions requesting men & money,"[20] wrote Jesse Root to Silas Deane. "At the same time the Govr rec^d a letter from [Colonel Ethan] Allen of like import."[20]

"We rallied, sent Col. Charles Webb & Col. Joshua Porter & Mr. Barn: Deane, with £ 500 money escorted with Eight Marines from this Town well Spirited & equipped, with directions to proceed to Albany to procure from thence what assistance they could & then to proceed to Ticonderoga with all possible expidition & to do everything to secure & preserve the acquisition."[20]

These Marines, called the "Original Eight",[21] are the earliest American Marines, known of today, to appear in the American Revolution.[21] Future research may uncover Marines of an earlier date.

"On ye 17th Day of May last Col. Webb, Col. Porter, and Mr. Barnabas Deane were appointed by a Number of Gentlemen at Hartford to repair to" Albany in New York "with the following instructions viz", wrote Barnabas Deane and

Dear Sir on the 13th Inst we Rec'd letters from Norman representing the Garrison at Ticonderoga in a publ. State both as to men & provisions requesting Men & money at the same time the Gov. Rec'd a letter from Allen of the Import. whereupon we voted & sent Capt Benjamin Webb & Capt Joshua Porter with £500 money recruited with Eight marines from this Town well Spirited & equipped — with directions to proceed to Albany to procure from thence what assistance they could & then to proceed to Ticonderoga with all possible Expedition & to do every thing to Secure & preserve the acquisition — about four days ago the officers & Soldiers from Ticonderoga & Crown point were brought into this Town consisting of about Sixty persons — and are here kept at the publick Expence — The Troops are continually marching for Boston — unanimity & firmness continues to reign here you cannot conceive what an universal Joy the news of this Glorious Success & Triumph in every Breast & in every countenance on publication of the Resolutions of the Continental Congress by Mr Mott — May that unerring Wisdom that guides the rolling Spheres through the unsearchable Truth of either — that Mighty power that sustains the Superadeous frame of Nature Invest your Honorable Body with all that Wisdom & Fortitude that is requisite to guide & lead the Important Concerns of the American Empire, secure Safety & preservation against all the Craft & power of Tyranny the Pope & the Devil — &

In haste my Post is waiting with equal Respect on Some time your Sincere friend & most obedient Humble Servant

Hartford May 25th A. D. 1775 Jesse Root

P S inclosed is a Copy of a letter from Capt Porter & Webb Since they went from here — & further acquaintance & northward the Post will inform —

Capt Dean Esq.

THE FIRST MENTION IN HISTORY OF AMERICAN MARINES. THEY ARE POPULARLY KNOWN AS THE "ORIGINAL EIGHT."

From the original in the Collections, Connecticut Historical Society.

Joshua Porter. "Inquire after the state of the Fortification at Ticonderoga and Crown Point."[22] We "arrived here [Albany] on ye 19th Day at Evening."[22]

"We set forward" on May 20, 1775 from Albany "for the Forts & on the Rode between Fort Edward & Lake Gorge we meat an Exprece form Col. Arnold inform that there was a grate want of Powder & men at the Forts on which Col. Porter returned back to Albany & hath procured two hundred and sixteen Pound of powder * * * Col. Weeb & Mr. Dean proceeded forward to the Forts * * *"[22]

"I went in company with Col. Webb" to Crown Point, wrote Barnabas Deane. "We found matters in a very critical situation there, arising from the difference between Col. Arnold & Col. Allen, which had risen to a great heighth," and we "had an arduous task to reconcile matters between the two Commanders at Crownpoint."[23]

No doubt these "Original Eight" Marines, and others, saw service on the American armed vessels operating to gain control of Lake Champlain in the summer and fall of 1775.[24]

The first American armed vessels commissioned by any public authority were two sloops fitted out by Rhode Island in June of 1775.[25] Rhode Island Colonial Marines

were attached to the Katy[26] and Washington when those warships chased ashore and destroyed, on June 15, 1775, an armed tender of the British frigate Rose - the first enemy vessel captured by an American public armed vessel during this war.[27]

Georgia[28] commissioned a schooner as early as June of 1775.[28]

On July 10, 1775 forty men of South Carolina[29] with two large and well-armed barges assisted the Georgians[28] in a 10-gun schooner to capture a British supply ship at Savannah.[30]

Pennsylvania's[31] first ship was the Experiment, launched on July 19, 1775.[31] The first Marine, so far known to have enlisted in the Pennsylvania Navy, was Private Charles White, who "entered" the Franklin, commanded by Captain Nicholas Biddle, on September 22, 1775.[32]

South Carolina[29] had vessels in commission by July, 1775; Connecticut[33] and Massachusetts[34] commissioned war vessels in the following month; and Virginia[35] in December of that year.[36] The other states including New Hampshire,[37] New York,[38] Maryland,[39] North Carolina,[29] South Carolina[28] and Georgia,[40] (except New Jersey[41] and Delaware which had no navies but sent out privateers) also acquired naval vessels.

Continental Congress exercised both executive and legislative functions during this war.[42] "The Congress are our King, Lords, and Commons" wrote one American.[43] In the exercise of these functions Congress raised an Army and a Navy (including Marines) and administered military and naval affairs through committees composed of members of Congress.[44]

Since some Marines have served as Regular Army troops in every war,[45] except that with Spain,[46] and on several other occasions,[47] they share in the Birthday of the Regular Army[48] which is probably June 14 the date in 1775 on which Congress directed that six companies of expert riflemen be raised for the Continental Army.[49]

The Birthday of the Regular Navy (including Marines) probably never will be agreed upon. Four dates present themselves: June 15,[50] September 2,[51] October 5,[52] and October 13,[53] all in 1775. If any one of these dates are ever selected it also will be the natal day of the Marines.[54]

On June 15, 1775, Congress created the Office of Commander-in-Chief of the Army of the United Colonies and of the Forces Raised and to be Raised by them.[55] This could accurately be construed to include "naval forces."[56] General Washington accepted the appointment to this office the following day.[57] Within a few months he had not only

taken command of the Army but had raised a Continental naval force (including Marines).[58] He had direction of the first Continental Naval Department and might well be hailed as the "Father of the American Navy and Her Marines."[59]

General Washington, at least in the first few months of the Revolution prior to the commissioning of Esek Hopkins as Commander-in-Chief[60] of the Fleet on December 22, 1775, seemed to be the Commander-in-Chief of both the military and naval forces (including Marines) of the United Colonies.[61] He was thus the first Officer assigned to command, though not directly, the Continental or Regular Navy and Marines.[62] This was somewhat similar to the first status of our armed forces under the Constitution in 1789 when the Department of War administered the affairs of both the Army and the Navy (including Marines).[63]

Washington requested Rhode Island, in August of 1775, to send a cruiser to Bermuda to secure the contents of an unguarded magazine.[64]

However, if the date of June 15 is not acceptable as a Navy (and Marines) Birthday, the date of September 2, 1775[65] might be considered. That was the day General (might we say "Admiral") Washington[66] ordered Captain Nicholson Broughton of his Army to take an Army detachment to serve as Officers, Bluejackets and Marines "on board the

schooner Hannah, at Beverly, lately fitted out and equipped with arms, ammunition, and provisions at Continental expense."[67]

The Hannah sailed on September 5th and two days later carried into Gloucester the unarmed Unity an American vessel recaptured from the British.[68] This "was the first capture made by a Continental vessel."[69]

Thus, the first armed vessels that sailed under Continental pay and control (though not owned by the United Colonies), were those of the fleet fitted out by Washington in New England waters in the early Autumn of 1775.[70] Prior to any express instructions from Congress Washington had called vessels into the Continental Naval Service.[71] It was Colonel John Glover[72] of Marblehead, a man as much at home on ship as on shore, who had much to do with getting these cruisers of Washington to sea. His men were ideal material for Marines for they were soldiers of sea-going habits. But despite all this even these men, having joined as land soldiers, were not always satisfied to serve at sea.[73] His organization has been called "Glover's Maritime Regiment,"[74] "Amphibian"or"Amphibious Regiment,"[75] "Marblehead Marines,"[76] and other Marine-like names.

Washington gradually gathered together a fleet from the Navies of the New England Colonies or States. The vessels

were manned by crews, including Marines, taken from his Army and flew the Pine Tree Flag.[77]

On October 13, 1775, General Washington wrote his brother that he had "fitted out" and was "fitting out several privateers, with soldiers who have been bred to the sea."[78] Once on board, however, they belonged to the Naval service, then administered by General Washington, and in many instances there are references to the Marines serving on the Hannah, Hancock, Lee, Lynch, Warren, Franklin, Harrison and Lady Washington.[79] Floating batteries were also used in the Charles River.[80] The duty performed by these vessels had considerable effect in forcing the British to evacuate Boston on March 17, 1776,[81] and thus the Marines shared in that success.

The experience of Washington in Marining the vessels of this fleet was similar to that of the Fathers of the British Navy.[82] Soldiers were not Marines unless trained and accustomed to the ways of the sea and Washington's soldiers ordered aboard ship as Marines were no exceptions to this important rule. They had enlisted for land duty, not for duty afloat as Marines.[83] They did not fit into the "naval idea".[83] Good soldiers as they were it took more than that to make them Marines.[83]

The armed vessels on Lake Champlain,[19,24] Washington's

Fleet around Boston,[70,79] the privateers and the war vessels of some of the Colonial or State Navies antedated the beginning of the Continental or Regular Navy,[84] from the viewpoint of the actual acquirement of ships.

On August 26, 1775, the Rhode Island Legislature in writing instructed her two representatives in Congress to propose the establishment of a Navy "at the Continental expense."[85] The question of forming a Navy was first brought to the attention of Congress on October 3, 1775, when these Rhode Island members presented their instructions.[86]

October 5, 1775[87] is another Navy and Marine Corps Birthday possibility for on that date Congress directed Washington to secure two vessels on "Continental risque and pay"[87] and to give orders for the "proper encouragement to the Marines and seamen" serving on them.[87] This was the first time Congress is known to have used the word "Marines."[88] A Naval Committee[89] of three (John Adams, John Langdon and Silas Deane) was also appointed by Congress on this date.[87] This historic resolution read as follows:[87]

> Resolved, that a letter be sent by Express to Genl Washington to inform him that we having rec^d certain intelligence of the sailing of two North country built Brigs of no force from England on the 11 of August last loaded with arms powder & other stores for Quebec without a convoy, which it being of importance to intercept - that he apply to the council of Massachusetts bay for the two armed vessels in their service & dispatch the same with a sufficient number of

people stores & particularly a number of oars, in order if possible - intercept 3d two Brigs of their cargoes & secure the same for the use of the continent - also any other transports laden with ammunition, clothing or other stores for the use of the ministerial army or navy in America & secure them in the most convenient places for the purpose above mentioned - that he give the Commander or Commanders such instructions as are necessary as also proper encouragement to the Marines & Seamen that shall be sent on this enterprize - which instructions &c are to be delivered to the Commander or Commanders sealed up with orders not to open the same until out of sight of land, on account of Secrecy.[87]

Finally on October 13, 1775 Congress directed that two vessels for the Regular Navy be acquired and fitted out.[90] This resolution reads as follows:

"Resolved, That a swift sailing vessel, to carry ten carriage guns, and a proportionable number of swivels, with eighty men, be fitted, with all possible despatch, for a cruize of three months, and that the Commander be instructed to cruize eastward, for intercepting such transports as may be laden with warlike stores and other supplies for our enemies, and for such other purposes as the Congress shall direct.

"That a Committee of three be appointed to prepare an estimate of the expense, and lay the same before Congress, and to contract with proper persons to fit out the vessel.

"Resolved that another vessel be fitted out for the same purposes, and that the said Committee report their opinion of a proper vessel, and also an estimate of the expense.

"The ballots being taken and examined the following members were chosen, viz: Mr. [Silas] Deane, Mr. [John] Langdon, and Mr. [Christopher] Gadsden."

If earlier dates be discarded, October 13 should be accepted as the Birthday[91] of the Navy and her Marines for

report which being read

Resolved, that a letter be sent by Express to Genl Washington to inform him that the
having recd certain intelligence of the sailing of two North country built Ships & no
force from England on the 10 of August last loaded with arms powder & other stores for
Quebec without a Convoy, which it being of importance to intercept — that he apply
to the council of Massachusetts bay for the two armed vessels in their service &
dispatch the same with a sufficient number of people stores &c particularly a
number of oars, in order if possible to intercept sd two Ships & their cargoes &
secure the same for the use of the continent: also any other transports laden with
Ammunition, cloathing or other stores for the use of the ministerial army or navy
in America & secure them in the most convenient places for the purpose above mentioned
— that he give the commander or commanders such instructions as are necessary
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or commanders sealed up with orders not to open the same until out of sight
of land, on account of secresy.

FACSIMILE OF THE RESOLUTION OF THE CONTINENTAL CONGRESS DATED OCTOBER 5, 1775, IN WHICH THE CONTINENTAL CONGRESS FIRST USES THE WORD "MARINES."

Congress, in the resolution of this date, authorized both ships and enlisted personnel (including Marines) for the Navy.

The celebration of October 27, the birthday of Theodore Roosevelt, as Navy Day has frequently been confused with the Birthday of the Navy, but Congress passed no legislation for the Navy on that date.[92]

Congress, on October 30[93] ordered two more vessels to be fitted out, and the Naval Committee increased to seven members of which John Adams was one.[93] This Committee was called "the Committee for Fitting Out Armed Vessels,"[94] occasionally the "Marine Committee"[94] but more frequently the "Naval Committee".[94]

All this was the beginning of the Continental or Regular Navy and Corps of Marines as far as materiel is concerned. However, these resolutions of Congress did not provide, properly speaking, for an American Navy. Many preliminary details had to be arranged before Congress could be said to have established a Navy as a branch of the public service.[95] A vital act of this kind was accomplished on December 22, 1775, when the first officers were actually commissioned by Congress.[95]

Congress, on November 2, 1775, authorized the Committee Fitting Out Four Armed Vessels to "agree with such

Officers and seamen, as are proper to man and command the said vessels".[96] It is known that the Naval Committee agreed with Esek Hopkins[97] as Commander-in-Chief[60] of the Fleet, on November 5, 1775,[98] with Samuel Nicholas,[99] as the Captain of Marines for the Alfred, and Isaac Craig[100] as Lieutenant of Marines for the Andrea Doria, about the same time. However, Congress confirmed[101] the "agreements" or nominations of the two Marine Officers with signed commissions long before it confirmed that of Esek Hopkins. Nicholas was commissioned November 28, 1775,[102] and as far as is known today it is the oldest Continental Naval Commission in existence.[103]

Esek Hopkins arrived in Philadelphia prior to November 29, 1775.[104] He accepted command of the Fleet some time before December 2, 1775,[105] but was not commissioned by Congress until December 22, 1775.[95] The date of his actually assuming command of the Fleet and going on board the Alfred for that purpose is unknown.[154] John Paul Jones wrote that his commission, as a lieutenant bore date of December 7, 1775,[106] but no evidence is available at this time that this commission is in existence.[107] He was one of the officers commissioned by Congress on December 22, 1775.[95]

Ships of war, and officers, seamen and Marines, for them, having been authorized by Congress, it only remained for the personnel to be actually appointed or enlisted.

By every resolution of Congress, concerning the manning of vessels for the Continental Navy, Congress had authorized Marines. The "eighty men" authorized by the Resolution of October 13,[90] included Marines, for no ship of that period was without them. And similarly with regard to the "men" authorized by the Resolution of October 30[93] etc.

John Adams, a member of the Naval Committee brought up the subject of an organization, or Corps, of American Marines. On November 5, 1775, at Philadelphia, he wrote James Warren, in Massachusetts, asking him whether he thought "two or three battalions of Marines could be easily enlisted" in that province.[108] Warren replied that many were "earnestly wishing to be employed in the privateering business" and he was certain that "at least three battalions might be raised"[108] there, as the "taste for it runs high."[108] John Adams also had correspondence on the same subject with Elbridge Gerry, stating that "the Naval Committee will be in want of seamen and Marines."[108] John Adams seemed to lead in a movement to bring about an organization of Marines.[109] He has been referred to as the Father of the Marine Corps.[110]

Then came the date that is celebrated every year by American Marines wherever they are stationed throughout the world.[111] It is November Tenth[111] - the Birthday of the United States Marine Corps. Notwithstanding the fact that an earlier date[112] could be selected the Marines decided upon

November 10 as their Birthday because that was the day in 1775 Congress authorized an organization, or Corps, of them.[113] It is the date that the first Regular or Continental Marines were expressly authorized as such by Congress,[114] although "Marines" were mentioned by Congress prior to this date.[87,88] On the above date Congress resolved:[113]

> That two Battalions of Marines be raised consisting of one Colonel two lieutenant Colonels, two Majors & officers as usual in other regiments, that they consist of an equal number of privates with other battalions; that particular care be taken that no persons be appointed to office or inlisted into said Battalions, but such as are good seamen, or so acquainted with maritime affairs as to be able to serve to advantage by sea, when required. That they be inlisted and commissioned to serve for and during the present war between Great Britain and the Colonies unless dismissed by order of Congress; That they be distinguished by the names of the First & Second Battalions of American Marines, and that they be considered as part of the number, which the Continental Army before Boston is ordered to consist of.[113]

Since Marines were already provided for the warships of the Regular Navy, the above resolution was not only designed to bring Marines into being,[115] but to create an organization, or Corps, of them, for expeditionary purposes.[116]

Journals of Congress for November 10, 1775, indicates that the initial mission of First and Second Battalions of Marines might have been to proceed to Nova Scotia "to take away the cannon and warlike stores, and to destroy the docks, yards, and magazines, and to take or destroy any ships of

to transport ...

Resolved, That two Battalions of marines be raised consisting
of one Colonel two Lieutenant Colonels, two Majors and
officers as usual in other regiments, that they
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army before Boston is ordered to consist of.

Resolved

THE HISTORIC RESOLUTION OF NOVEMBER 10, 1775, PASSED BY CONTINENTAL CONGRESS SITTING AT PHILADELPHIA AUTHORIZING THE ORGANIZATION OF THE CORPS OF THE AMERICAN MARINES THAT FOUGHT GALLANTLY AFLOAT AND ASHORE THROUGHOUT THE AMERICAN REVOLUTION.

war and transports there belonging to the enemy." The two resolutions referring to this project and the resolution raising the two battalions of Marines, all of the same date, are marked secret in the Corrected Journals.[113]

Congress committed the above mission to General Washington, there being no Regular Navy in existence except that being created by him. It was never carried out.[117]

In creating this Corps of Continental Marines Congress indicated that it had not forgotten the efficiency and fighting qualities of those earliest of American Marines enlisted in 1740-1742 to serve under the British Flag and who wore the camlet coats, brown linen waistcoats and canvas trousers.[118] The use of Marines for "expeditionary" missions to Nova Scotia was not a new one. The Colonial Overseas Soldiers had served in many over-seas expeditions, north and south, with the British Marines, on board the warships of the Provinces and on the Colonial American privateers.[118] The Royal British Marines were "expeditionary" Marines and the notices appearing in the American newspapers of their activities at Lexington, Boston, Bunker Hill, Quebec, and other places, must have impressed Congress.[119] The presence of the strong body of Pennsylvania Provincial Marines before the eyes of Congress at Philadelphia also had a persuading effect.[120]

Clark,[121] the Naval Historian, in 1814 wrote "it was not long before this patriotic body [Continental Congress] dis-

covered the great utility, in a large extent of sea-coast, of a Corps of soldiers trained to serve both on Land and at Sea."[122] The absolute necessity of establishing and maintaining a body of men who should combine a knowledge of the general duties of the sailor and of the disciplined soldier, met with the ready recognition and approval of the Fathers of the Country.[123]

This express legislative authority in the November 10 Resolution for a Corps of Marines left no doubt as to their character. They were to be soldiers selected from the Army of Washington who were "good seamen or so acquainted with maritime affairs as to be able to serve with advantage by sea when required." In short, it was a Regiment of Sea Soldiers, serving under Naval authority, to be used for expeditionary purposes and "when required" as Marine Detachments aboard ships of war.[124]

This is the only instance where Congress provided that the Corps of Marines should be divided into organizations.[125] Thus the action of Continental Congress in 1775 acted similar to the workings of Congress, 1790-1798, under the Constitution. First, Congress authorized ships, officers, seamen and Marines, and finally created an organization of Marines.[126]

No more convincing proof that land soldiers are unfitted to serve as Marines, without special selection

Naval-indoctrination and training is afforded than that given by George Washington in his letters to Congress.

It was with dismay that Washington received orders to supply the personnel for this Corps of Marines.[127] He informed Congress on November 19, 1775, that to supply them would "break through the whole system,"[128] in his Army which had "cost us so much time, anxiety, and pains, to bring into any tolerable form."[128] This was because the Marines "must be acquainted with maritime affairs,"[128] wrote Washington, and because he would have to pick the Marines "out of the whole Army, one from this Corps, one from another."[128] He recommended that the Marines be raised "in New York and Philadelphia."[128] This interesting letter of Washington's read, in part, as follows:

> The resolve to raise two battalions of Marines will, (if practicable in this Army), entirely derange what has been done. It is therein mentioned, "one colonel for the two battalions"; of course, a colonel must be dismissed. One of the many difficulties, which attended the new arrangement, was in reconciling the different interests, andjudging of the merits of the different colonels. In the dismission of this one, the same difficulties will occur. The officers and men must be acquainted with maritime affairs; to comply with which, they must be picked out of the whole Army, one from this Corps one from another, so as to break through the whole system, which it has cost us so much time, anxiety, and pains, to bring into any tolerable form. Notwithstanding any difficulties which will arise, you may be assured, Sir, that I will use every endeavor to comply with their resolve.

I beg leave to submit it to the consideration of Congress, if those two battalions can be formed out of this Army, whether this is a time to weaken our lines, by employing any of the officers appointed to defend them on any other service? The gentlemen, who were here from Congress, know their vast extent; they must know, that we shall have occasion for our whole force for that purpose, more now than at any past time, as we may expect the enemy will take the advantage of the first hard weather, and attempt to make an impression somewhere. That this is the intention, we have many reasons to suspect. We have had in the last week six deserters, and took two straggling prisoners. They all agree that two companies with a train of artillery, and one of the regiments from Ireland, were arrived at Boston, that fresh ammunition and fruits have been served out, that the grenadiers and light infantry had orders to hold themselves in readiness at a moment's warning.

As there is every appearance, that this contest will not be soon decided, and of course that there must be an augmentation of the Continental Army, would it not be eligible to raise two battalions of Marines in New York and Philadelphia, where there must be numbers of sailors now unemployed? This, however, is matter of opinion, which I mention with all due deference to the superior judgment of the Congress.

* * *

There is no late account from Captains Broughton and Sellman, sent to the River St. Lawrence. The other cruisers have been chiefly confined to harbors, by the badness of the weather. The same reason has caused great delay in the building of our barracks; which, with a most mortifying scarcity of firewood, discourages the men from enlisting. The last, I am much afraid, is an insuperable obstacle. I have applied to the honorable House of Representatives of this Province, who were pleased to appoint a committee to negotiate this business; and, notwithstanding all the pains they have taken, and are taking, they find it impossible to supply our necessities. The want of a sufficient number of teams I understand to be the chief impediment.

> I got returns this day from eleven colonels, of the numbers enlisted in their regiments. The whole amount is nine hundred and sixty-six men. There must be some other stimulus, besides love for their country, to make men fond of the service. It would be a great encouragement, and no additional expense to the continent, were they to receive pay for the months of October and November; also a month's pay advance. The present state of the military chest will not admit of this. The sooner it is enabled to do so the better.

It was quite apparent that Washington had learned much about Sea Soldiers from his experiences with marining his vessels around Boston. He could not send an "intact" regiment of his Army to the Marines - he must carefully select men and even after that, intelligent training would be necessary before a regiment of Marines would be available. What a remarkable fact - Washington's entire Army would have to be disrupted to obtain two Battalions of Marines![129]

Then on November 28, 1775, Washington wrote Congress that an "insuperable obstruction"[130] consisted in the impossibility of getting the men of his Army to enlist for the "continuance of the war,"[130] his letter reading, in part:

> From what I can collect by my inquires amongst the officers, it will be impossible to get the men to enlist for the continuance of the war, which will be an insuperable obstruction to the formation of the two battalions of Marines on the plan resolved on by Congress. As it can make no difference, I propose to proceed on the new arrangement of the Army, and, when completed, inquire out such officers and men as are best quali-

> fied for that service, and endeavour to form these battalions out of the whole. This appears to me the best method and I hope it will meet with the approbation of Congress.

Journal of Continental Congress for November 30, 1775,[131] reads as follows:

> On motion made.
> Resolved, That the Com^ee^ appointed for fitting out ships of war be directed to engage seamen on the best terms in their power not exceeding six dollars & two thirds for the best able bodied seamen pr month.
> Resolved, That the regulations & articles for governing and manning the ships now fitting out as they have been settled by Congress be immediately printed.
> * * *
> The Congress then resumed the consideration of Genl Washington's letter of the 19th.
> Resolved, That the General be directed to suspend the raising two battalions of Marines out of his present Army.
> Resolved, That the two battalions of Marines be raised independant of the Army already ordered for the service in Massachussets bay.[131]

On December 8, 1775, John Hancock, President of Congress, wrote George Washington that Congress had "relieved" his "difficulties with respect to the two battalions of Marines, having ordered that the raising them out of the Army be suspended."[131] President Hancock wrote further that it was the "desire of Congress that such a body of forces may be raised, but their meaning is that it be in addition to the Army voted," and that Congress expected General Wash-

ington to "think of proper persons to command that Corps and give orders for inlisting them wherever they may be found."[131]

Not having received the letter of the 8th, General Washington wrote the President of Congress, on December 14th: "I am at a loss to know whether I am to raise the two battalions of Marines here or not. As the delay can be attended with but little inconvenience, I will wait a further explanation from Congress, before I take any further steps thereon."[132]

General Washington wrote Congress four days later, on December 18th, that "you have removed all the difficulties which I labored under about the two battalions of Marines. I shall obey the orders of Congress in looking out for proper officers to command that Corps."[133]

On January 24, 1776, Washington again wrote the President of Congress that "Congress will think me a little remiss, I fear, when I inform them, that I have done nothing yet towards raising the battalion of Marines";[134] but Washington hoped "to stand exculpated from blame"[134] for he already had "twenty-six incomplete regiments"[134] at the time and "thought it would be adding to an expense, already great, in officers, to set two entire Corps of officers on foot, when perhaps we should not add ten men a week by it to our

present numbers. In this opinion the general officers have concurred, which induced me to suspend the matter a little longer."[134]

Washington's views prevailed for Congress already had directed that the Marines be raised from a source other than his Army.[135]

All this time, however, the Continental Marines had been in existence and with the Navy's aid were working out their salvation. The unwillingness or inability of George Washington to give up sufficient personnel for the organization of the two battalions had no retarding effect upon the appointment of officers or the enlisting of Marines.[136]

Samuel Nicholas[99] received a commission as Captain of Marines signed by John Hancock on November 28, 1775,[137] the date of the Rules for the Regulation of the Navy.[138] This commission read as follows:[137]

> The Delegates of the United Colonies of New-Hampshire, Massachusetts Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, the Counties of New-Castle, Kent, and Suffex on Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia, to Samuel Nicholas Esquire.
>
> We reposing especial Trust and Confidence in your Patriotism, Valour, Conduct and Fidelity, Do by these Presents, constitute and appoint you to be Captain of Marines in the service of the Thirteen United Colonies of North-America, fitted out for the defence of American Liberty, and for repelling every hostile Invasion thereof. You are therefore carefully and diligently to discharge the Duty of Captain of

> Marines by doing and performing all Manner of Things thereunto belonging. And we do strictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your Orders as Captain of Marines And you are to observe and follow such Orders and Directions from Time to Time, as you shall receive from this or a future Congress of the United Colonies, or Committee of Congress, for that Purpose appointed, or Commander in Chief for the Time being of the Navy of the United Colonies, or any other your superior Officer, according to the Rules and Discipline of War, the Usage of the Sea, and the Instructions herewith given you, in Pursuance of the Trust reposed in you. This Commission to continue in Force untill revoked by this or a future Congress. Philadelphia November 28th 1775.

Isaac Craig[100] received a commission as Lieutenant of Marines dated November 29, 1775. One of the earliest muster rolls of Marines is that of Captain Isaac Craig's Company,[139] dated December 19, 1775, that served on the Andrea Doria. It contains 44 names, and shows nine of them having enlisted on December 9, 1775.[139] The Muster Roll[140] of Captain Samuel Nicholas' Marines of the Alfred, if ever found, will show Regular Marines were enlisted at a very early date.

As events turned out the Colonel, the two Lieutenant-Colonels, one of the Majors, and the Staff Officers, authorized on November 10, 1775, were not appointed.[141]

The highest ranking officer of Marines serving during the Revolution was Major Samuel Nicholas,[99] who after active

IN CONGRESS.

[illegible] the United Colonies of New-Hampshire, Massachusetts Bay, Rhode-Island, Con-[illegible], [illegible] New-Jersey, [illegible], [illegible] of New-Castle, Kent, and Sussex on Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia, to

Samuel Nicholas Esquire

WE reposing Special Trust and Confidence in your Patriotism, Valour, Conduct and Fidelity, DO by these Presents, constitute and appoint you to be Captain of Marines ~~Lieutenant~~ ~~and the~~ in the service of the Thirteen United Colonies of North-America, fitted out for the defence of American Liberty, and for repelling every hostile Invasion thereof. You are therefore carefully and diligently to discharge the Duty of Captain of Marines by doing and performing all Manner of Things thereunto belonging. And we do strictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your Orders as Captain of Marines And you are to observe and follow such Orders and Directions from Time to Time, as you shall receive from this or a future Congress of the United Colonies, or Committee of Congress, for that Purpose appointed, or Commander in Chief for the Time being of the Navy of the United Colonies, or any other your superior Officer, according to the Rules and Discipline of War, the Usage of the Sea, and the Instructions herewith given you, in Pursuance of the Trust reposed in you. This Commission to continue in Force untill revoked by this or a future Congress. Philadelphia March 28. 1776

By Order of the Congress

Attest. Chas Thomson Secy

John Hancock PRESIDENT.

THE COMMISSION OF CAPTAIN SAMUEL NICHOLAS, SENIOR MARINE OFFICER DURING THE REVOLUTIONARY WAR.

THIS COMMISSION IS ONE OF THE EARLIEST RECORDED IN THE MARINE CORPS OR NAVY, AND IS CONSIDERED BY MANY TO BE THE FIRST COMMISSION ISSUED TO A MARINE OFFICER BY THE UNITED STATES GOVERNMENT. UNDER IT CAPTAIN NICHOLAS SERVED ON BOARD THE U. S. S. ALFRED UNTIL JUNE, 1776, WHEN HE WAS COMMISSIONED A MAJOR OF MARINES IN WHICH RANK HE COMMANDED A MARINE BATTALION AT THE BATTLES OF TRENTON AND PRINCETON.

service with Hopkins' fleet and in the Battles of Trenton (Assanpink)[142] and Princeton,[142] performed duties at the Capital that correspond more or less to those of the Commandant today and in addition acted at various times as Muster Master for the Navy.[143]

The "First and Second Battalions of American Marines," were never actually organized and named as such. When the emergency or demand arose for the use of Marines, provisional units, from a squad to a battalion, were organized as has been the custom in the Marine Corps from that time on.[144] When a vessel of the Navy went into commission a Marine Guard was formed and marched on board. When the object for which the provisional unit was organized had been accomplished, or a vessel no longer required a Marine Guard, the unit was disbanded and the Officers and Men used for other purposes.

After the Resolution of the 10th establishing a Corps of Marines, Naval legislation of importance was passed by Congress.[145]

The Naval Committee, on November 5, 1775, had appointed or agreed with Esek Hopkins, as Commander-in-Chief[60] of the Fleet.[97] However, this appointment was not confirmed with a commission from Congress until December 22, 1775.[95] He was the first Commander-in-Chief[60] of an American Fleet and the

only one during the American Revolution.[146] Some authorities claim that Hopkins was Commander-in-Chief of the Navy.[115] The commission of Captain Samuel Nicholas dated November 28, 1775 directs him to obey the orders received from the "Commander-in-Chief for the time being of the Navy of the United Colonies,"[147] as does that of Isaac Craig dated October 22, 1776.[147]

On November 25, 1775, Congress enacted some very important naval legislation, which in John Adams' opinion was "the true origin and foundation of the American Navy," and in producing which he "had at least as great share" as "any man living."[148]

The Rules for the Regulation of the Navy[149] were adopted by Congress on November 28, 1775, the date that John Hancock signed Captain Nicholas' commission.[147] On the same date Congress used for the first time the term "Navy of the United Colonies."[150] Many believe that this is a good date for the Navy Birthday.[151] It was not until December 2, 1775, that the form of a commission[152] for naval officers was adopted by Congress; but notwithstanding this, the original commission[147] of Captain Samuel Nicholas dated November 28, 1775, is still in existence.[137]

On December 2, Congress authorized two more vessels.[153] Esek Hopkins accepted command of the Fleet on or before

this last date,[154] but the date of his boarding the Alfred is unknown.

The "Continental Flag" was hoisted over the Black Prince (later re-named Alfred) on December 3, 1775.[155] On December 5, 1775, Congress fixed the compensation of re-captors;[156] four days later Congress established grades of midshipman, armorer, sailmaker, yeoman, quartermaster, quarter gunner, cook and coxswain.[157] On December 11, 1775 Continental Congress resolved that "a Committee be appointed to devise ways and means for furnishing these colonies with a naval armanent and report with all convenient speed." A Committee was appointed and reported on December 13, 1775.[158] On December 13, the wages of able-bodied seamen were raised to $8.00 a month;[159] and on the 22d the salary of the Commander-in-Chief of the Fleet was fixed at $125.00 a month.[160]

Thus, by December 22, 1775, and not until then, do we have all the necessary elements to form the Regular or Continental Navy. Without officers there could be no Navy. There is no evidence of any naval officers (excluding Marine Officers) commissioned by Congress until December 22, 1775.[95,161] The Naval Committee had agreed upon several,[96,97,98,99,100] such as Hopkins in November, but only Congress could commission them.[101] Spears wrote that "of all the dates in American history not yet so commemorated, there is none so well worthy

of recognition as a national holiday as the 22d of December; for it was on December 22, 1775, that the American Navy came into existence."[162] On that date the Naval Committee laid before Congress a list of the officers they had agreed with and they were accordingly commissioned.[95]

Thus did the American Navy and the Corps of American Marines first appear in our history.[163]

NOTES

CHAPTER III, VOLUME ONE

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1. "On April 19, 1775, at Concord and Lexington, the long prepared fagots of revolution were lighted into flame." (Rear Admiral French E. Chadwick, The American Navy, 12); A & N Reg, 5 Nov. 1932; Colonel Cyril Field, R.M.L.I., Britain's Sea-Soldiers, I, 148-152; "This affair has always been considered the commencement of the War of the Revolution; and justly, as the hostilities which were then commenced did not cease until the Independence of the Colonies was acknowledged by treaty." (J. Fenimore Cooper, Hist. Navy, I, 65)

2. Gaspé affair of 1772. "The whole transaction being as direct a resistance to oppression, as the subsequent, and better known fight at Lexington." (Cooper, Hist. Navy, I, 59-61); A & N Reg, 5 Nov. 1932; See MC Hist v I ch II.

3. "The military demonstration of April 19, 1775, was but supplemental to similar movements for the suppression of the general arming, and for the seizure of guns and powder, which began in 1774." (Carrington, Battles, Amer. Rev. 9); A & N Reg, 5 Nov. 1932.

4. DAR Mag, Nov., 1924, 682; See MC Hist v I ch II, 87, 147 in which it is called the real "Lexington of the Seas" the "Salt Water Lexington" and the "First Fight Afloat"; Lossing, Story of the U.S.Navy for Boys, 11-12.

5. "Congress assembled on Monday, the 5th of September, in a large room in Carpenter's Hall." (Irving, Life of Washington, I, 363); See MC Hist v I ch II, 88-89, 148.

6. "The United States Army, Navy and Marine Corps did not exist on that date [April 19, 1775]. Men performing the duties of Soldiers, Bluejackets and Marines appeared in the dawn of our revolt against Great Britain, almost simultaneously." (MC Gaz, Nov., 1930, 9); "Naval Americans, including sea-soldiers, were busy afloat while the aroused citizens were fighting on land at Lexington." (A & N Reg, 5 Nov. 1932, 1)

7. "A British Officer (Major), Commander of the advanced force in Gage's expedition to Lexington and Concord, April 19, 1775." (The Century Dictionary and Cyclopedia, v IX, 810); Frothingham, Siege of Boston, 62, 195;

7. Continued.
A & N Reg, 25 August 1906, Article by Col. Thomas Wood, USMC; Pitcairn had been "Military Commandant at Boston," and "had endeared himself to the people;" (Field's, Britain's Sea Soldiers, I, 166); Major Pitcairn had been detached by General Gage to assist in preventing the accumulation of military stores at Concord. (Colburn's United Service and Nav and Mil Journal, DXLVII, June, 1784, 208-209); When the late Major-General Mercer, R.M. L.I. visited Lexington in 1911 he found that the local tradition is that Major Pitcairn was wounded in the hand, and went with other officers to an inn which is pointed out. Here he called for a bowl of punch, and stirring it with the finger of his bleeding hand, said:- "To-morrow we will drink the Americans' blood." This tradition is given for what ii is worth, but from the accounts which we have of this officer, it is absolutely incredible, to say nothing of the fact that it bears every appearance of having been especially concocted for "home consumption" in the United States. (Field's Britain's Sea Soldiers, I, 150); A & N Reg, 5 Nov. 1932; At Concord, "One fellow had the impudence to strike Major Pitcairne, of the Marines, while searching for the stores according to his orders. * * * The rebels fought like the savages of the country, and treated some, that had the misfortune to fall, like savages, for they scalped and cut off their ears with the most unmanly barbarity. This hasirritated the troops to a very high degree." (Letter of British officer at Boston to London, 20 April 1775, Letters of Amer. Rev., Willard); "Stedman accuses the Americans of scalping some of the wounded soldiers, and as many of them had, as Lord Percy remarks, gained their experience in the savage warfare with the Red Indian Tribes, it is possible that in some cases the charge was a true one. After all, even in these advanced days of civilisation, the Germans did far worse in Belgium." (Field, Britain Sea Soldiers, I, 152); "In regard to the charge made against the Americans of resorting to the barbarous Red Indian custom of scalping their wounded adversaries, it must be remembered that only fifteen hears had elapsed since the War with the French for the possession of Canada in the course of which it was practised to a greater or less degree by the white troops on both sides. * * * "Rt. Hon. Sir G. O. Trevelyan, in his 'American Revolution,' published 1899, regards Stedman's annotation as a 'singularly discreditable calumny,' and says that though it was stated in the official account published in the London Gazette, that the Provincials had scalped the wounded

7. Continued.
it was reported not long afterwards in the 'Gentleman's Magazine,' in which appeared a statement by a Lieutenant of the King's Own Regiment:- 'I was wounded,' he says, 'at the attack of the bridge, and am now treated with the greatest humanity, and taken all possible care of by the Provincials at Medford.'" (Field, Britain's Sea Soldiers, I, 163); "Among the British officers slain [at Bunker Hill] was Major Pitcairn, who, at Lexington, had shed the first blood in the Revolutionary War." (Irving, Life of Washington, I, 439); Our Troops last Saturday landed at Charles-town, under the command of Gen. Howe, but met with no opposition till they advanced within two hundred yards of the rebels entrenchment, situated above Charles-town, on a hill. The light infantry and grenediers received the first fire, just as I was landing Major Pitcairne and the Marines, about two hundred yards off the spot where the engagement began, so that I could see all that passed till the storming of their battery. The rebels opposed our troops with firmness and in less than fifteen minutes there was the hottest fire that any of our Soldiers ever saw, kept up by five thousand Rebels and two Thousand of our Troops; they fell very fast on both sides. * * * Major Pitcairne was killed. (Letters on the Amer. Revolution, 1774-1776, Edited by Maragret Wheeler Willard, pp. 136, 137)

8. "'Disperse you rebels,' cried Pitcairn, riding forward, while his men maneuvered to surround them. Far from complying with this order, the Americans replied by several musket shots fired from the houses and walls. The Major's horse was hit in two places and a man wounded. This fire was immediately returned, and several of the colonists were killed." (Field, Britain's Sea Soldiers, I, 150); "Disperse ye villains! Lay down your arms, ye rebels, and disperse!' (Irving, Life of Washington, I, 392); "The first American blood of the Revolution proper was shed at Lexington on the 19th of April in the year 1775. It was none other that an officer of the Royal Marines - Major Pitcairn - who snapped out the order 'Disperse ye Rebels,' which was answered in lead with the 'Shot heard round the world'". (MC Gaz, Nov., 1930, 9); [April 19, 1775] The British van, hearing the drum and the alarm guns, halted to load; the remaining companies came up; and at half an hour before sunrise, the advance party hurried forward at double quick time, almost upon a run, closely followed by the grenadiers. Pitcairn rode in front, and when within five or six rods of the minute men, cried out: "Disperse, ye

8. Continued.
villains, ye rebels, disperse; lay down your arms; why don't you lay down your arms and disperse?" The main part of the countrymen stood motionless in the ranks, witnesses against aggression; too few to resist, too brave to fly. At this Pitcairn discharged a pistol, and with a loud voice cried, "Fire." The order was instantly followed, first by a few guns, which did no execution, and then by a heavy, close, and deadly discharge of musketry. (Hist. of the U.S., Bancroft, v VII, 293); The Wash. Star, March 1, 1931 in a two-column article tells of this "First shot". It includes the report dated "Boston Camp, 26th April, 1775 of Major John Pitcairn reading in part as follows: "I instantly called to the Soldiers not to Fire, but to surround and disarm them, and after several repetitions of those positive Orders, not to Fire &ca - some of the Rebels who had jumped over the Wall Fired Four or Five Shott at the Soldiers, which wounded a Man in the Tenth, and my Horse was wounded in two places. From some quarter or other, and at the same time several Shott were fired from a Meeting House on our Left - upon this without any Order or Regularity the Light Infantry began a scattered Fire and continued in that situation for some little contrary to the repeated Orders both of me and the officers that were present. It will be needless to mention what happened after as I suppose Colo. Smith hath given a particular account of it. I am Sir, Your most Obedt. humble servant, John Pitcairn. Boston Camp, 26th April, 1775." See also a fine article by Colonel Cyril Field, R.M.L.I. reprinted in MC Gaz, Sept. 1927, 169-174 from "Globe and Laurel"; On the 18th April, General Gage despatched a force composed of the Grenadier and Light Infantry companies, under Lt.-Col. Smith and Major Pitcairn, to destroy the stores at Concord. The force proceeded up the Charles River, disembarked at Phipps Farm, and advanced on Concord. The Militia had been roused by Paul Revere and had assembled at Lexington at 5 a.m. Six Companies of Light Infantry under Pitcairn had been detached to hold the bridges beyond Lexington, whilst the remainder went on and destroyed the stores at Concord; the Militia attacked the Light Infantry and the detachment fell back and retreated to Lexington. On the 19th, Brigadier Lord Percy was sent with 10 Companies and a body of Marines to help Smith's force and arrived at Lexington; they had two field pieces which materially helped in keeping the Americans off. Pitcairn's horse was wounded. The Americans in large numbers had assembled on the route of advance to harass the retreat, but

8. Continued.
Lord Percy retired by a different road via Charlestown, and reached the heights of Bunker's Hill about 8:00 p.m. Nicholas says that the Marines of the Fleet, under Lt.-Col. Johnston were landed to cover the passage of the troops from Charlestown, which was also covered by the guns of H.M.S. Somerset. Casualties were 65 killed and 270 wounded. (Globe and Laurel, October, 1931, 337); "They will miss their aim," said one of a party who observed their departure. "What aim?" asked Lord Percy, who overheard the remark. "Why, the cannon at Concord," was the answer. Percy hastened to Gage, who instantly directed that no one should be suffered to leave the town. But Warren had already, at ten o'clock despatched William Dawes through Roxbury to Lexington, and at the same time desired Paul Revere to set off by way of Charlestown. [April, 1775]. (Hist. of the U.S., Bancroft, v VII, 289); DAR Mag., Nov., 1924, 682; Infantry Journal, January, 1926, 1; Edward Everett, First Battles of the Rev., 36-37; Elias Phinney, Hist. Battle at Lexington, 20; Shattuck, Hist. of Concord, Mass., 100-103; Murdock, The Nineteenth of April, 1775, 27-43; DAR Mag., Nov., 1924, 682; Carrington, Battles of Amer. Rev., 11; Schomberg, Naval Chronology, I, 422; R. Lamb, Journal of Occurrences During Late Amer. War, 27; Mumby, George III and Amer. Rev., 394-399; Lendrum, Hist. Amer. Rev., I, 307; Nicholas, Hist. Rec. Royal Marine Forces, I, 79; Gillespie, Hist. Review Royal Marine Corps, 188-189; Grant, British Battles, II, 138; id., I, 231-232 quotes a Londoner on April 18, 1776 as calling April 19, 1775, "Saint Yankie's Day;" the "immediate cause, then, of the Battle of Lexington was the attempt of the British troops to carry into execution those arbitrary and detestable laws, directly by seizing the persons of some eminent patriots and indirectly, by destroying the Provincial stores." (Phinney, Hist. Battle Lexington); Greenwood, "John Manley," wrote that then "commenced that long and disastrous retreat, that Chevy Chase of the American Revolution;" "Paul Revere and William Dawes" eluded "the vigilance of the guards and spread the alarm." (John Stetson Barry, Hist. Mass., 505-510); Frothingham, Siege of Boston, 58-60; Fiske, Amer. Rev., 121-122; Lodge, Hist. Eng. Col. in Amer., 492-493; A & N Reg, Nov 5, 1932; One hundred and fifty years ago - 157, to be exact - a militant Yankee farmer standing on his acres at Concord, Mass., fired the shot that was heard around the world. At least they said it was heard around the world. It was the beginning of the Revolutionary War. That

8. Continued.
was a fine phrase, "the shot heard around the world." The truth was, the shot was never heard around the world - until yesterday. By the magic of radio some experimenters fired a gun in Schenectady, put it on the short waves, and that shot was actually heard around the world. It was done in commemoration of a historical event - the shot heard around the world in honor of the shot that was not heard around the world. (Wash. Post, April 20, 1932); "The battle of Concord and Lexington, which was the opening battle of the American Revolutionary War, April 19, 1775, is so characterized in a poem by Emerson," (Wash. Star, November 18, 1932) as "shot that was heard around the world."

9. A & N Reg., 5 Nov. 1932; History, yet to be written, will give more on this subject than is available today.

10. In May, 1775 Americans along the coast annoyed the enemy war vessels wherever the opportunity showed itself. The Falcon captured two American sloops at Bedford, Mass., on May 5, 1775. The Bedford people, however, fitted out two sloops, with thirty men, and retook the captured vessels. (Frothingham, Siege of Boston, 110-111; see also Banks, Hist. Martha's Vineyard, I, 331-332; Paullin, Navy of the Amer. Rev., 339); "On May 5, 1775, the people of New Bedford and Dartmouth, Mass., fitted out a vessel and cut out from a harbor in Martha's Vineyard a prize which had been taken by the British sloop of War Falcon - the first capture made by a Colonial vessel." (Nav Inst Proc, Feb. 1927, 1159); Early in May, 1775, "we hear that an armed Vessel [H.M. sloop of war Falcon] a few Days ago, on some frivolous Pretence, took Possession of two other Vessels in the Vineyard Sound; on which the People fitted out two Vessels, went in Pursuit of them, retook and brought both into a Harbour, and sent the Prisoners to Taunton Gaol." In Boston harbor, during the siege of the town, there were at times clashes between the people and the British soldiers over the possession of the cattle and sheep on the islands. (Mass. Privateers of the Rev., Allen, 19, citing N.E. Chronicle, 18 May 1775); Later in the same month [May, 1775] sixty armed Americans put off in whale boats armed with three swivels, from Marthas Vineyard and captured the British armed schooner Volante, tender to the frigate Scarborough. (DAR Mag., November, 1924; Maclay, Hist. of Amer. Priv., 64; Paullin, Navy of the Amer. Rev., 339); Long before privateering had become regulated by law in Massachusetts, hostilities were conducted on the water. The vessels and boats en-

10. Continued.
gaged in such enterprises were of course not regularly commissioned, but they were usually fitted out by or under the authority of selectmen, committees of safety, or other local officials of some sort. The first episode of the kind in Massachusetts waters, as related by some writers, though on what authority is not quite certain, was the exploit of Captain Nathan Smith of Tisbury, Martha's Vineyard, in April, 1775. Setting out in a whaleboat Smith captured the armed schooner Volante, tender to the British cruiser Scarborough, probably in Homes Hole. (Mass. Privateers of the Rev., Allen, 18-19, citing Banks, Hist. of Martha's Vineyard, 1, 404, 405); The capture of the British vessel Margaretta and two sloops at Machias, Me., by Jeremiah O'Brien and his thirty-five quasi-Marines armed with pitch-forks axes, and a few firearms took place in May or June, 1775. (Frothingham, Siege of Boston, 110-111; The Military and Naval Mag. of the U.S., II, No. 6, Feb., 1834, 360-361; Clark, Naval Hist. of the U.S., I, 17-18; Spears, Hist. of Our Navy, I, 23, calls these Americans "Yankee Haymakers"; DAR Mag., Nov., 1924; Mass. Rev. Arch., v 182, 114, 114a; DAR Mag., July, 1916, 91-92); British Marines (Arnold, Hist. of R.I., II, 350-351) who were killed in this fight, popularly called by some the "Lexington of the Seas," were probably the first to fall in the war afloat. The vessel was repaired and became the Machias Liberty of the Massachusetts Navy. (The British at Halifax sent the Diligent or Diligence and the Tapnaquish or Tapanagouche or Tapuaquish to avenge capture of Margaretta. About the middle of July, 1775, the Machias Liberty captured Diligent and the Tapnaquish was captured by army troops [Mass. Mag., III, 45-46, see also Frost, Book of the Navy, 18-19]; In September, 1775, Peter Clark was "Commander of Marines" on Diligent. [Mass. Mag., III, 45-46]; Maclay, Hist. Amer. Priv., 60-61, states O'Brien in Unity and the Portland Packet on July 12, 1775, captured these two vessels and re-named them Machias Liberty and Diligence.); O'Brien captured two prizes, naming them Liberty and Diligent. (Clark, Naval Hist. U.S., I, 18, citing Penna. Packet No. 201 and Edinburg Mag., XXIX, 249; Paullin, Navy Amer. Rev., 320); The capture of the British armed schooner Margaretta off Machias in June is well known. The hero of this event, Jeremiah O'Brien, in the sloop Unity, was assisted by Benjamin Foster in a small schooner. A month later O'Brien in the same sloop, renamed the Machias Liberty,

10. Continued.
and Foster in another vessel took two British vessels. (Mass. Privateers of the Rev., Allen, 19); Petition dated April 12, 1776. "Isaac Taft was wounded (on the 12th June 1775) by a hand grenade thro the thigh in taking His Majesty's armed schooner Margaretta." (Mass. Rev. Arch., Mar. Mss (Petitions), v 182, 114a); Strange enough Jeremiah O'Brien in putting a certificate on this petition on February 21, 1777 stated that this man had been wounded while serving on his sloop Unity in taking the Margaretta, a tender, on June 11, 1775. At Machias. (Mass. Rev. Arch., Mar. Mss (Petitions), v 182, 114a); On June 12 the people of Machias, Maine, seized the Margaretta, an armed schooner in the service of the crown - the first capture of a public vessel. These two captures were without authorization by government. (Nav. Inst. Proc, Nov., 1927); The British "armed schooner Diana, Lieutenant Thomas Graves, had to be abandoned and burnt by her crew in face of the colonists," on May 28, 1775, near Boston. (Clowes, The Royal Navy, IV, 3; see also Frothingham, Siege of Boston, 109-110, and the same for fighting on Hog and Noddle's Islands, Boston Harbor, in May, 1775); At the end of May, 1775, the British warship Asia entered the port of New York. The British women and children were transferred to Governor's Island and the troops sent aboard the Asia. As the troops marched to embark they were harangued by the mob of Americans, and called upon to desert. Two or three did leave the ranks with arms in their hands, were protected by the Americans, and could not be arrested. (Kingsford, Hist. of Canada, V, 350); Battle between Asia and Citizens on August 23, 1775. Tryon took refuge on Asia. (Rufus Rockwell Wilson's "New York, Old & New", I, 218-219); Asia fires on New York. (Cooper, W. D. Hist. of North America (1814)); Asia affair at New York. (Morgan Lewis's letter to Samuel B. Webb at NY, 4 Sept. 1775, Rem of Gen Samuel B. Webb, 153-154); On August 9, 1775, the British armed sloop of war Falcon captured one American schooner from the West Indies, and chased another into Gloucester Bay. A whale boat from the Falcon was sent into the Bay to capture this schooner. A group of Americans not only retained the American schooner and recaptured the other, but also captured the whaleboat. (Clark, Naval Hist. U.S., I, 16-17, citing Penna. Packet, 201, and Gordon, Amer. Rev., I, 386; Maclay, Hist. Amer. Privateers, 60-61); The New England men were not wanting in daring. On the ninth of August the Falcon was seen from Cape Ann in chase of

10. Continued.
two schooners bound to Salem. One of these was taken; a fair wind wafted the other into Gloucester harbor. Linzee, the captain of the Falcon, followed with his prizes, and, after anchoring, sent his lieutenant and thirty six men in a whaleboat and two barges to bring under his bow the schooner that had escaped. As the bargemen, armed with muskets and swivels, boarded her at her cabin windows, men from the shore fired on them, killing three and wounding the lieutenant in the thigh. Upon this Linzee sent his prize and a cutter to cannonade the town. The broadside which followed did little injury, and the Gloucester men kept up a fight for several hours, till, with the loss of but two, they took both schooners, the cutter, the barges, and every man in them. Linzee lost thirty five men, or half his crew. The next day he warped off, carrying away no spoils except the skiff, in which the wounded lieutenant had been brought away. (Bancroft, The Amer. Rev., 65-66); The earliest attack on East Florida by water is described in the following words: "In August 1775, a Rebel Privateer took our Ordnance Stores off this Bar. No invasion was made on our parts, untill after these hostilities were committed, when it became necessary to retaliate." (Florida Hist. Soc. Quarterly, July, 1930, quoting a letter of Governor Tonyn to Lord Germain dated April 2, 1777 and citing P.R.C.: C.O. 5/557, pp. 263-264. Stevens and Brown L.C. Trans; see also Siebert, Loyalists in East Florida, 1774 to 1785); While these were all private ventures, their military-maritime nature suggests Marines. (DAR Mag., Nov., 1924; The action of Continental Congress in authorizing Marines has "been justified from the first combat in the Revolution with the British Naval forces on the coast of Maine." [Pearson, Printer, Information Regarding U.S.M.C., 1875, 3].); Upon the receipt of news of the Declaration of Independence of the American colonies, the royalists showed their zeal for the king by burning the effigies of John Hancock and Samuel Adams on the plaza, near where the constitutional monument now stands. In 1775 some privateers from Carolina captured the brig Betsy off the bar, and unloaded her in sight of the garrison, giving to the captain a bill signed "Clement Lamprière," and drawn on Miles Brewton, at Charleston, for one thousand pounds sterling. The cargo consisted of one hundred and eleven barrels of powder sent from London, and the capture was a great mortification to the new

10. Continued.
governor. (Dewhurst, Hist. of Saint Augustine, Fla., 123-125, pub in 1881); Lord Dunmore, the governor of Virginia, having found it impracticable to appease the disputes which had long subsisted between him and the people, was induced to take refuge on board the Fowey man of war, in the month of June 1775 and attempted to transfer thither the sittings of the assembly - a requisition with which the legislative body refused compliance. His Lordship then proclaimed martial law, and immediate emanciaption to all negroes and indented servants able and willing to bear arms in his Majesty's service - a measure which caused great irritation and resentment. At length, a demand was made by the shipping in the bay of the Chesapeak, to the inhabitants of the town of Norfolk, for supplies for his Majesty's service. This being preemptorily refused, a heavy cannonade was by order of the governor commenced against the town, which, in a few hours, was reduced to ashes. The loss was estimated at 300,000. In the Carolinas, Lord William Campbell and Governor Martin, were also compelled to withdraw for safety on board the King's ships lying off the coast. In Pennsylvania, a military association was established throughout the province; and a similar spirit seemed to pervade the whole chain of colonies. In Massachusett's bay, the town of Falmouth, from similar causes of offence with that of Norfolk, was set on fire, and destroyed by a tremendous cannonade. (Rapin de Thoyras, Paul de, The Hist. of England, II, 497, pub in 1816); See also Allen, Naval Hist. Amer. Rev., I, 1-18; Cooper, Hist. Navy U.S., I, 70-74; DAR Mag., Nov., 1924, 682; Rear Admiral French E. Chadwick, The Amer. Navy, 12-15

11. See the brief history on first page of McClellan's "Uniform of the American Marines"; "During the Revolution the Americans carried on hostilities at sea in three classes of vessels: first, Continental vessels; second, the State Navies; third, Privateers, commissioned either by the Continental Congress or by the various states, and in some cases by both." ("State Navies and Privateers in the American Revolution," a paper read by Dr. Gardner W. Allen at a meeting of Mass. Hist. Soc., 14 Nov. 1912, p. 1)

12. A & N Reg., 5 Nov. 1932; From the very start American privateers had swarmed over the seas, and this implied

12. Continued.
the existence, at the outbreak of the Revolution, of an element of naval preparedness in the American Colonies which has not been appreciated. (Nav Inst Proc, Dec., 1926, 2647); See also Note 10.

13. Nav Inst Proc, June, 1923, 957; MC Gaz., Nov., 1930, 9; A & N Reg., 5 Nov. 1932; See MC Hist. v I ch IV to VII; "During the Revolution, State Marines appeared as early as May, 1775." (Rear Admiral Hugh Rodman in Leatherneck, 10 Jan. 1925, 2); The United States were necessarily without any maritime force at first, and for some time after the contest began. * * * Whatever may be said of privateering, under ordinary circumstances, in wars between civilized nations, it was an absolute necessity, on the part of Americans, at that time. It was their only alternative. The Provincial Congresses, or other contemporaneous Colonial and local authorities, commissioned cruisers, thus provided by the exertions and maintained at the cost of private parties. The result was an aggregate naval force of great magnitude and efficiency. (Charles W. Upham, The Life of Timothy Pickering, v II, 142-143, pub in 1873).

14. The "Original Eight" for which see Notes 20,21; A & N Reg, 5 Nov. 1932.

15. Fort Ticonderoga or "Fort Ty" as it was sometimes called. (Fisher, Struggle for Amer. Independence, I, 318); Mass. gave Benedict Arnold "a Colonel's commission on the 3d of May [1775] , with instructions to raise 400 men in the western part of Mass. and attack Ticonderoga." (Fisher, Struggle for Amer. Independence, I, 318 citing Amer. Arch. 4th Ser., I, 450, 485); Ticonderoga was captured by Arnold and Allen on May 10, 1775. (id., 319); A & N Reg., 5 Nov. 1932.

16. Nav Inst Proc, June, 1923, 957; DAR Mag., Nov., 1924, 682; A & N Reg., 5 Nov. 1932; "I have sent forward five hundred pounds of powder under a proper guard" to Ticonderoga. (James Easton at Pittsfield, Conn(?), 30 May 1775, Force, Amer. Arch., II, 849)

17. "The second General Congress assembled at Philadelphia on the 10th of May." (Irving, Life of Wash., I, 408); May 10, 1775, Continental Congress assembled for 2d time at Philadelphia. (Fisher, Struggle for Amer. Independence, I, 322); Nav Inst Proc, Feb., 1927, 1158;

17. Continued.
A & N Reg, 5 Nov. 1932; May 10, 1775 Congress met. (Secret Journal of Congress, I, 9)

18. "In 1775 he Silas Deane was acredited with the inception of the capture of Ticonderoga, the equipment and subsistence of that expedition having been especially entrusted to him, & which was largely financed from his own funds." (Middlebrook, Mar. Conn., I, 244); The money to equip the expedition to capture Ticonderoga was procured by Deane & his associates (Parsons, Leffingwell, Col. Wyllys) who gave their personal notes for the sum advanced from the Treasury of the Colony. (Coll. N.Y. Hist. Soc., 1886, pp. ix-x Dean's Biog); Allen captured Fort Ticonderoga on May 10, 1775. First British flag surrendered April 27, 1775. Colonel S.H. Parsons of Middletown arrived at Hartford from Massachusetts eager for a project to surprise Fort Ticonderoga. On April 27, Colonel Parsons, Colonel Samuel Wyllys of Hartford and Silas Dean of Wethersfield undertook and projected taking the fort. "A sum of 300 lbs was obtained from the treasurer of the colony" and money soon Northward (?). A swift express to Allen asking him to be ready with his valiant Green Mountain Boys. (George L. Clark, Silas Deane, 28-29); Arnolds appeals for powder, etc., in May of 1775 from Crown Point. (Amer. Arch., Peter Force, II, 839-842); Deane stated that he had been nick-named "Ticonderoga".

19. In order to secure command of Lake Champlain it became necessary to secure possession of an armed sloop, the Enterprize, lying at St. John's at the north end of the Lake. To effect this, the schooner Liberty, lying at South Bay, was armed and Benedict Arnold assigned as her Commanding Officer. Arnold, although a soldier, had had considerable experience at sea. An illustration of this being set forth in Ch. II of Vol. I, p. 152 of this history. He selected soldiers who had served on the water for his Sailors and Marines. Accompanied by Ethan Allen who had command of a number of batteaux, Arnold sailed for St. John's to capture the Enterprize. Arnold arrived before Allen did and soon had possession of the enemy sloop. These Americans who served as Marines on the Liberty may be classes amongst our earliest Marines; The National and Civil Hist. of Vermont, II, 38-39, citing Gordon, Hist. of Amer. War, I, 335; It is said that Fort William Henry was also captured about this time. (Hist. of N.Y. During the Rev. War, I, 550-551);

19. Continued.
Greenwood, "Commodore John Manley", 161-162, states that the sloop (70 tons) was renamed Enterprise and the small schooner seized from Major Skene, the Liberty; further that early in 1776 Continental Congress had offered the position of "Commodore on the Lakes" to Major William Douglas, Pending whose acceptance Captain Jacobus Wynkoop was recognized as Commodore until August when he was superceded by Benedict Arnold; John Lendrum in his Hist. Amer. Rev., I, 312, wrote "they took, also, two small vessels," and "obtained command of Lake Champlain."; Jones, Hist. of N.Y. During Rev. War, I, 547; Gordon, Hist. of the Amer. Rev., II, 13-15; Clowes in his "Royal Navy", III, 356 writes that the wind failed Arnold when in the schooner still 30 miles from St. John's and Arnold with thirty men pulled throughout the night, surprised and captured St. John's and a sloop and destroyed everything else that could float; R. Lamb, in his Journal of Occurrences During the Late Amer. War, 73-75, wrote that Arnold armed a schooner lying at South Bay and captured the sloop at St. John's and obtained command of Lake Champlain; DAR Mag., Nov., 1924, 682; Channing, Hist. of U.S., III, 174-175; Lucas, Hist. of Canada, 101-102; Mahan, Major Operations of the Navy in War of Amer. Independence, 8-9; Carrington, Battles of the Amer. Rev., 119-120; "About the same time, an American officer, afterwards highly distinguished, seized the only ship of the Royal Navy on the Lake Champlain." (Stedman, Hist. Amer. War, I, 132); With a view to control the lake Champlain our heroes armed a schooner, the command of which was given to Arnold, while Allen was to bring on his men upon flat-boats, to take the only ship of the Royal Navy then on the lake, and which the English kept at anchor near fort St. John. Arnold, with a favourable wind, soon left the boats in the rear, and coming alongside of the British ship, he took possession of it without resistance, and returned with his prize to Ticonderoga. (Jacob K. Neff, The Army and Navy of America, 234 pub in 1845); "He Arnold was then given command of an armed schooner, which, accompanied by Allen, in charge of a fleet of bateaux, started to capture a British sloop of war, lying at St. Johns, at the lower end of the Lake. The wind being fresh, Arnold's schooner out-sailed the batteaux; and he easily captured the sloop and returned." (Fisher, Struggle for Amer. Independence, I, 320); A & N Reg., 5 Nov. 1932.

20. The complete letter, original of which is located in

20. Continued.
Connecticut Historical Society Archives and published in Coll. Conn. Hist. Soc., II, 237, follows:

On the 13th Inst. we rec^d letters from Romans representing the garrison at Ticonderoga in a feeble State both as to men & provisions requesting men & money. At the same time the Govr. rec^d a letter from Allen of like import. Whereupon we rallied, sent Col Charles Webb & Col Joshua Porter & Mr. Barn: Deane, with £ 500 money escorted with Eight Marines from this Town well Spirited & equiped, with directions to proceed to Albany to procure from thence what assistance they could & then to proceed to Ticonderoga with all possible expidition & to do everything to secure & preserve the acquisition.

About four days ago the officers & Soldiers from Ticonderoga & Crown Point were brought into this Town consisting of about Sixty persons, and are here kept at the publik Expence.

The Troops are continually marching for Boston, unanimity & firmness continues to reign here. You cannot conceive what universal joy defused itself through every Breast & Triumph in every countenance on publication of ye the glorious resolutions of the Continental Congress by Mr. Mott. May that unerring wisdom guides the rolling Speres through the unmeasurable Tracts of ether - that mighty power that sustains the Stupendeous frame of Nature, Inspire your venerable Body with all that Wisdom & firmness that is requisite to guide & direct the important concerns of the American Empire for its safety & preservation against all ye Craft & power of Tiranny the Pope & the Devil.

In haste as ye Post is waiting. With ye greatest esteem I am Sir, your Sincere friend & most obedient humble Servant.

Jesse Root

Hartford May 25th A D 1775

P.S. Inclosed is a copy of a letter from Col Porter & Webb since they went from here. Of ye further acquisitions to ye

20. Continued.
northward the Post will inform.
Silas Deane Esqr.
The "Romans" referred to in the letter is Bernard Romans. See also Am. Arch., II, 585, 645; Coll. Conn. Hist. Soc., I, 166; Nav Inst Proc, June, 1923, 957; MC Gaz., Nov., 1930, 9; DAR Mag., Nov., 1924, 682, An illustration of original letter appearing on p. 683; A & N Reg., 5 Nov. 1932; "Col Webb, Col. Porter, your brother Barny and other gentlemen, are gone to Ticonderoga, with cash." (Titus Hosmer at Middletown, Conn. to Silas Deane, 22 May 1775, Coll. Conn. Hist. Soc. II, 238); Continental Congress, sitting at Philadelphia, also received appeals from these two garrisons (Crown Point and Ticonderoga) and resolved "that the Governor of Connecticut be requested to send a strong reinforcement to those garrisons." (Journals of Continental Congress, 31 May 1775, II, 73-74)

21. Nav Inst Proc, June, 1923, 957; A & N Journal, August 9, 1924; DAR Mag., Nov., 1924, 682; The Honolulu Star-Bulletin, Nov. 7, 1925 tells the story of the "Original Eight" and publishes an illustration of them; MC Gaz., Nov., 1930, 9; A & N Reg., 5 Nov. 1932.

22. "On ye 17th Day of May last Col Webb Cl Porter and Mr. Barnabas Deane ware appointed by a Number of Gentlemen at Hartford to repair to this place with the following instructions viz * * * inquire after the state of the Fortifications at Ticonderoga, & Crown Point * * * We repaired, to this Place arrived here on ye 19th Day at Evening. * * * next day we set forward for the Forts & on the Rode road between Fort Edward & Lake Gorge, we meat met an Exprece form Col Arnold informing that there was a grate want of Powder & men at the Forts on which Col Porter returned back to Albany & both procured Two hundred & sixteen Pound of powder * * * Col Weeb and Mr. Dean proceeded forward to the Forts * * * Col Weeb is not yet returned from Crown point is expected in town this night * * *" (Joshua Porter and Barnabas Deane at Albany, 1 June 1775, to Col. Dyer, Mr. Sherman and Mr. Deane, Coll. Conn. Hist. Soc., XXIII, 1930, 3-6)

23. Barnabas Deane wrote his brother from Albany on June 1, 1775: "I returned here last evening from Crown Point, which place I left on Monday last. I went in company with Col. Webb. We found matters in a very

23. Continued.
critical situation there, arising from the difference between Col. Arnold & Col. Allen, which had risen to a great height * * * Col. Arnold was very busy in fixing the Sloop & Schooner in the best manner for guarding the Lake. He has mounted in the Sloop six 6-pounders & 14 swivels, and in the Schooner four 4-pounders & eight swivels, & is fixing swivels in two Perriaugers. He destroyed all the water craft at St. Johns that could not be brot off * * * Col. Webb and myself had an arduous task to reconcile matters between the two commanders at Crownpoint * * *" (Coll. Conn. Hist. Soc., II, 246-247)

24. See Conn. Hist. Soc., II, 246, Barnabas Deane to Silas Deane, showing Arnold had two vessels; see Hist. of Conn., II, 170; Arnold's appointment dated May 3, 1775, authorized him to capture "the vessel" upon "the Lake". (T. Jones, Hist. of N.Y. During the Rev. War, I, 546-547); Hutchinson, Illustrated Hist. of Washington & His Times, 177-178, described the capture of a sloop of war at St. John's "and thus obtained the command of Lake Champlain, by the capture of the first vessel that ever belonged to the American Navy"; See Mrs. Martha J. Lamb, Hist. of the City of N.Y., II, 29, for capture of this "only British vessel on Lake Champlain."; See Kingsford, Hist. of Canada, V, 415-416; See also Fisher, Struggle for Amer. Independence, I, 315.

25. "This action was the first collision between a duly commissioned vessel in the service of any of the colonies and any portion of His Majesty's Navy. To Commodore Whipple is due the honor of firing the first cannon upon the seas during the Revolution against a vessel of the British Fleet. The previous conflicts were not the acts of duly constituted authority but of unauthorized gatherings." (The Book of Rhode Island, Distributed in 1930 by R.I. State Bureau of Information, p. 37); Mil. & Naval Mag., II, 360-361; Allen, Nav. Hist. Rev., I, 39; Chadwick, Amer. Rev., 16, 30.

26. DAR Mag., Nov., 1924, 683; "I, John Trevett, sailed from Providence in a sloop called the Catea, commanded by Abraham Whipple, Esq., of Providence, with a number of passengers, to sail with a fleet - of armed vessels fixing at Philadelphia in the month of November, 1775 arrived there the same month and found the ships Alfred and Columbus and brigs Calbot and Andrew Doria and their

26. Continued.
our sloops name was altered to the Providence." (Journal of John Trevett in R.I. Hist. Mag., 1885-86, VI, 72, Note 17 of Ch. 5); The Katy was purchased by the Government and renamed Providence. (Commodore John Manly, Greenwood, XIX-XXIII); "So early as June the Rhode Island Assembly authorized two vessels to be fitted out at the expense of the Colony for the 'protection of its trade,' which were cruising before July." (Barry, Hist. of Mass., 57-59, citing Staple, Annals of Providence, 265; Sparks Washington, III, 77, 516; and Frothingham, Siege of Boston, 260; DAR Mag., Nov., 1924); The Katy was later taken into the Continental Navy as the Providence. (Allen, Nav. Hist. Rev., I, 39)

27. Paper read by Dr. Gardner W. Allen before Mass. Hist. Soc. on Nov. 14, 1912, p. 2; Boston Gaz., July 3, 1775; Amer. Arch., 4th Ser., II, 1118; British Ad. Rec., Admirals' Des., 485, 18 June 1775; Hist. Mag., April, 1868; Field, Hopkins, 63-67; "So it was that in the smallest colony [Rhode Island] in America the germ of the United States Navy was first planted." (Lossing, Story of the U.S.Navy, 12); "Captain Whipple proceeded down the Bay, attacked the tender of the Rose and after sharp firing drove her ashore on Conanicut and captured her with valuable naval material." (Book of Rhode Island, pub 1930, 37); On June 15 Commodore Abraham Whipple of the Rhode Island Navy - the first of the state navies - captured a tender of the British frigate Rose - the first authorized capture of a vessel of the enemy. Obviously these captures were not made by Continental vessels - that is, vessels in the pay of the Continent. (Nav Inst Proc, Feb., 1927, 1159); See also Amer. Monthly Mag., Feb., 1909, XXXIV, No. 2, 160-161; Paullin, Navy Amer. Rev., 80, 464; Mil. & Naval Mag., II, 360-361; Staples, Annals of Providence, 265; But see Note 19, that says first vessel was captured on Lake Champlain in May, 1775; See in this connection Harper, Encyc. of U.S. Hist., X, 336; DAR Mag., Nov., 1924; The Rhode Island Assembly on June 12, 1775, "authorized two vessels to be fitted out." (Frothingham, Siege of Boston, 260-262); The Washington of the R.I. Navy had a crew of 80 men exclusive of officers; the Katy had a crew of 30 men. (Field, Esek Hopkins 63-64); Nav Inst Proc, June, 1923, 957; DAR Mag., Nov., 1924, 683.

28. Georgia commissioned a schooner as early as June, 1775. (Allen, Nav. Hist. Rev., I, 41, citing Paullin ch XVI);

28. Continued.
"Georgia's Navy was small and unimportant, consisting mostly of galleys. A schooner, however, was commissioned as early as June, 1775." (Paullin, Nav. Amer. Rev., ch. XVI; Paper read by Gardner W. Allen, Nov. 14, 1912, before Mass. Hist. Soc.; Allen, Nav. Hist. Rev., I, 41); "Georgia, four galleys (vessels propelled by both sails and oars)." (Chadwick, Amer. Navy, 25, 31); July 4, 1775. The second Provincial Congress is held in Savannah with every parish represented. This is Georgia's first secession convention, and places her in active sympathy with the other colonies. * * * During this session the first English armed vessel is captured off Savannah by a Georgia schooner, aided by South Carolinians. This is said to be the first provincial vessel commissioned for naval warfare in the Revolution. Georgia's share of the prize is 9,000 pounds of gunpowder, 5,000 of which is sent to Philadelphia at the request of the Continental Congress. (Elfrida De Renne Barrow and Laura Palmer Bell, Anchored Yesterdays, (The Fifth Watch), 66-67); See also Note 30.

29. Amer. St. Pap., 4th Ser., IV, 47, 48, 51, 52, 54, 69; Chadwick, Amer. Navy, 25, 29-30; Paullin, Navy Amer. Rev., 173, 275, 315, 418-440, 500-502; Allen, Nav. Hist. Rev., I, 41-42; Paper read by Dr. Gardner W. Allen, Nov. 14, 1912, before Mass. Hist. Soc.; Nav Inst Proc, June, 1923, 957; DAR Mag., Nov., 1924, 684; South Carolina Provincial Congress, November, 1775. * * * In Congress, Thursday, November 23, 1775. * * * Ordered, That Mr. President do issue a commission appointing Captain Simon Tufts to the command of the Ship Prosper, armed in the Colony Service. (Peter Force, American Archives, IV, pub in 1843, p. 64); See also MC Hist v I chs V, VI, VII.

30. In July, 1775, South Carolina sent Captains John Barnwell and John Joyner of Beaufort with 40 men in two large and well-armed barges to assist the Georgians [a 10 gun schooner under Captains Oliver Bowen and Joseph Habersham] in taking an English supply ship, which was daily expected at Savannah. It was captured on July 10, (Drayton, Memoirs of Amer. Rev., I, 269-271, 460, Coll. S.C. Hist. Soc., cited in Paullin, Nav. Amer. Rev., 418; Jones, Hist. Ga., II, 181); See Paullin, Nav. Amer. Rev., 173, 275, 316, 418-440; Carrington, Battles of the Amer. Rev., 179-180 with reference to Navy and South Carolina "the first Republic of the New World;" for capture of

30. Continued.
ship at Savannah, July 10, 1775 see Drayton, Memoris Amer. Rev., I, 269-271, 460; Coll., S.C. Hist. Coll. cited in Paullin, Nav. Amer. Rev., 418; Jones, Hist. Georgia, II, 181.

31. The Experiment was the first vessel launched of the Pa. Navy on July 19, 1775 (Pa. Arch., 2d Ser., 229); Paullin, Nav. Amer. Rev., 123, 315, 373-395, 497-498; "By the middle of September (1775) the Committee had a fleet of thirteen gunboats - of the gondola or galley sort - in service." (Scharf and Wescott, Hist. of Phila., I, 299-300); "The Pennsylvania Navy consisted of about ten vessels and nearly thirty boats and galleys." (Paper read by Dr. Gardner W. Allen, Nov. 14, 1912, before Mass. Hist. Soc.; Allen, Nav. Hist. Rev., I, 40); Pennsylvania "had in 1777 a total of fifty-one vessels." (Chadwick, Amer. Navy, 26); It is related that on St. George's Day, April 23, 1775, about one hundred of the principal men in Philadelphia assembled at the City Tavern according to their custom on the occasion of this anniversary. Mr. [Robert] Morris was the presiding officer. When the festivities were still at their height, a messenger arrived bringing news of the battle of Lexington, which had been fought four days before. At the announcement this company of English loyalists, in the midst of their toasts to the mother country and the King, sprang to their feet. They overturned the tables, and ran into the street as though they had been suddenly called to their country's defence. Mr. Morris found himself facing an almost empty hall, and then and there he pledged himself to the service of the colonies in a struggle, the final result of which no man could certainly foretell. In a few weeks a so-called Committee of Safety was appointed by the Pennsylvania Assembly. (Ellis Paxson Oberholtzer, Robert Morris, Patriot and Financier, pub in 1903, p. 17, citing Waln, Life of Morris); In short, a spirit of enthusiasm for war is gone forth, that has driven away the fear of death; the magazines of provisions and ammunition, by order of the Twelve United Colonies, are directed to be made in all proper places, against the next campaign. (Extract of a letter from Phila., dated July 10, 1775. Letters of the Amer. Rev., 1774-1776, Edited by Maragaret Wheeler Willard, (1925) 168); Nav Inst Proc, June, 1923, 957; DAR Mag., Nov., 1924, 683.

32. The first Marine so far known to have enlisted in the

32. Continued.
Pa. Navy was Pvt. Charles White who entered the Franklin (Capt. Nicholas Biddle) on September 22, 1775. (Pa. Arch., 2d Ser., I, 297); DAR Mag., Nov., 1924; See in this connection Note 32 that sets forth the enlistment of Private William Thomas in the Connecticut State Navy on August 15, 1775; The first commission of Nicholas Biddle runs as follows:- "We reposing especial trust and confidence in your Patriotism, Valour, conduct and Fidelity, Do by these Presents constitute and appoint you to be Captain of the Provincial Armed Boat, called the Franklin fitted out for the protection of the Province of Pennsylvania, and the Commerce of the River Delaware, against all hostile Enterprizes, and for the defence of American Liberty: you are therefore to take the said Boat into your charge, and carefully and diligently to discharge the duty of Captain by doing and performing all manner of things thereunto belonging. And we do strictly charge and require all Officers, Soldiers and Mariners under your command to be obedient to your orders as Captain. And you are to observe and follow such orders and directions from time to time, as you shall receive from the Assembly or Provincial Convention, during their Sessions, or from this or a future Committee of Safety for this Province, or from your Superior Officer, according to the Rules and Discipline of War, pursuant to the trust reposed in you; This commission to continue in force until revoked by the Assembly or Provincial Convention, or by this or any succeeding Committee of Safety." Philadelphia, August, 1st 1775. (Autobiography of Charles Biddle, p. 393. "Soldiers" here meant Marines); DAR Mag., Nov., 1924, 683-684.

33. The first Marine (whose name is known of today) to enlist in Connecticut State Navy was Private William Thomas who enlisted August 15, 1775 for duty on the Minerva. (Conn. Men in the Rev., 229-234; Coll. Conn. Hist. Soc., VIII, 229-230; But see reference to William Goldsmith of the Spy in this note); This antedates the enlistment of Private Charles White in the Pennsylvania State Navy on September 22, 1775. (See Note 32); "The Colonial Assembly of Connecticut appointed a Committee in April, 1775, to take into consideration the best method of securing, defending and protecting our seacoast and shipping therein." (Middlebrook, Maritime Conn., I, 14); "The First Naval Resolve by the Connecticut Assembly seems to have been made on the 1st day of July, 1775, at Hartford" called for two vessels to be built. (Middlebrook, Maritime Conn., I, 15-16); On August 3, 1775 the Governor

33. Continued.
and Council of Connecticut decided to employ the brig Minerva as an armed vessel, "manned with 40 seamen and 40 soldiers or Marines", and "allowed * * * the Marines not exceeding £ 2:0s per month". "And Capt. Hall" directed "to raise said 40 seamen and 40 Marines or Soldiers by voluntary enlistments, and to encourage and engage at 45 shillings per month to the seamen and not exceeding 40 shillings per month to the soldiers or Marines * * * one month's pay advanced * * *." (Middlebrook, Maritime Conn., I, 18-19); Connecticut Navy had Minerva, Oliver Cromwell, Spy, Defense, Guilford, Schuyler, Mifflin, Old Defence, America, Whiting, Crane, Shark, New Defence. (Middlebrook, Maritime Conn. in Rev., I, 10); "1775. A Muster Roll and Pay Roll for the Brigantine Minerva fitted out" by Connecticut. Captain Giles Hall's men: "Willm Thomas, Marine, enlisted August 15." Other Marines on this roll are: Zebediah Mix, Elisha Ward, John Theaf, Wm Casheen, Richard Hunt, Philip Mahan, Ebenz^{r} Savage, Philip Aspel, James McDavid, Edward Griswold, James Johnson, George Stow, Stephen Jordan, Joseph Graum, Saml Torry, John Wright, John Coult, Jacob Hail, John Elderkin, John Allen, James Fisher, Peter Gantly, George Spencer, Nathl Witmore, Philemon Roberts, John Nickolas, Moses Pelton. "Marines" also served on the Brig Defence. (Conn. Men in the Rev., VIII, 229-234; Coll. Conn. Hist. Soc., VIII, 229-230); Capt. Gills Halls Pay Roll of the Brig Minerva, January 25th 1776. [State Library, Revolution 9.] (Coll. Conn. Hist. Soc., VIII, 229-230); Schooner Spy of Connecticut fitted out in Sept. 1775. In October 1777 Zebediah Smith ordered to enlist "seamen and Marines." (Middlebrook, Maritime Conn. I, 28-32); The Connecticut State brig Minerva was ordered October 4, 1775 at the request of Continental Congress of October 5, 1775 to intercept two vessels from England to Quebec. Expedition failed. (Middlebrook, Maritime Conn., I, 21-22); The first prize of a Connecticut State vessel was captured by the tiny schooner Spy. Early in October, 1775, she captured and carried into New London a large ship containing 8,000 bushels of wheat. (Frothingham, Siege of Boston, 260-262) Her Marine Officer was William Goldsmith. (Coll. Conn. Hist. Soc., VIII, 238-239); Paullin, Nav. Amer. Rev., 354-372, 495-497; The Spy was originally the Britannia and was purchased as a "spy-vessel." (Paullin, Nav. Amer. Rev., 356-357); On July 1, 1775, Connecticut authorized two armed vessels to be fitted out. The Marine Officer of the Spy was William Goldsmith; see also Rec. of Conn.

33. Continued.
Men in the Rev., 593; for pay of officers, crew and Marines of Spy see Coll. Conn. State Lib., Hartford, III, 481, 496, 497, 507; for Report of Committee in favor of providing vessel of 70 or 80 ton and a second of 12 to 15 ton for defense of harbor and shipping, May, 1775, see Coll. Conn. State Lib., Hartford, I, 147; for Resolution, July, 1775, for equipping two armed vessels for defense of sea coast to be under direction of Governor and Council see Coll. Conn. State Lib., Hartford, I, 233); Of the four row galleys ordered by the General Assembly of Connecticut in December, 1775, but three appear to have been built. They were the Whiting, built at New Havan; the Crane, built at East Haddam, and the Shark, built at Norwich. * * * Captain Jonathan Lester, of Norwich, built the Shark. * * * Marines - Sergeants, Silas Sterry, Edward Williams; Corporals, James Stanton, Solomon Davis; drummer, David Fenton; privates, James Colkins, Samuel Rockwell, David Greenslit, Nathan Fanning, William Fish, Jabez Choat, Robert Dixon, Joshua Downe, Ebenezer Wrath, Thomas Woods, John Jeffers, John Wampee, Elisha Holdridge, Abel Chapman, Isaac Stanton, Darius Brewster, John Fish, Jr. Dr. Henry Ellis was also a surgeon on the Shark. (Records and Papers of the New London County Hist. Soc., I, pub in 1890-1894, by the Soc., Part IV, v I, by Thomas S. Collier, USN, p. 39); "On Board the Schuyler, Dec. 9, 1777". Orders issued by Samuel B. Webb. (Rem. of Gen. Samuel B. Webb, by James W. Webb, 150); "Connecticut fitted out twelve vessels during the war, four of them galleys." (Papers New London Hist. Soc., Part IV, v I, (1893), 34; Amer. Arch., 4th Ser., III, 264-266); Chadwick, Amer. Navy, 25; Amer. St. Pap, 4th Ser., IV, 274, 275, 590, 611, 790, 925, 926, 967, 973; Nav Inst Proc, June, 1923, 957; DAR Mag., Nov., 1924, 684; "I wrote you lately to remember me and son Gilbert, in the Post Office, if any door opened." (Gurdon Saltonstall to Silas Deane, 31 May 1775, Coll. Conn. Hist. Soc., II, 244); Gilbert Saltonstall, bearer of letter, 1775. (Coll. Conn. State Lib., Hartford, III, 593a).

34. "In the course of the war the Massachusetts Navy comprised fifteen sea-going vessels and one galley." (Paper read by Dr. Gardner W. Allen, Nov. 14, 1912 before Mass. Hist. Soc.; Allen, Nav. Hist. Rev., I, 39-40); On September 28, [1775] it was "Ordered, That Col. Orne, Mr. Story, Mr. Cooper, Col. Thompson, Mr.

34. Continued.
Sullivan, Col. Grout, and Mr. Jewett be a Committee to consider the Expediency of fitting out a Number of Armed Vessels." The next day a committee was appointed "to wait on his Excellency General Washington and consult him on the Expediency of fitting out Armed Vessels and to enquire if any Powder can be spared for that Purpose." On October 6 the name of Capt. Cutter was substituted for that of Mr. Sullivan on the committee. (Mass. Privateers of the Rev., Allen, 23); On June 20, 1775 Massachusetts resolved to fit out six ships but none were ready until October, 1775. (Mil. and Naval Mag., II, 360-361); The first action taken by the Provincial Congress was on June 7, when it was: Ordered, That the Hon. Col. [James] Warren, Mr. Pitts, Mr. Gerry, the president [Joseph Warren], Col. Freeman, Mr. Pickering, Mr. Batchelder, Hon. Mr. Dexter, and Mr. Greenleaf be a committee to consider the expediency of establishing a number of small armed vessels, to cruise on our sea coasts, for the protection of our trade and the annoyance of our enemies; and that the members be enjoined, by order of Congress, to observe secrecy in this matter. (Allen, Mass. Privateers of the Rev., 20); Paullin, Nav. Amer. Rev., 151, 201, 275, 315-353, 470, 493-495; Chadwick, Amer. Navy, 28; Nav Inst Proc, June, 1923, 957; DAR Mag., Nov., 1924, 684.

35. "The Virginia Navy, authorized by the Provincial Convention in December, 1775, comprised first and last seventy-two vessels of all classes." (Allen, Hist. Nav. Amer. Rev.; Paper read by Dr. Gardner W. Allen, Nov. 14, 1912, before Mass. Hist. Soc.; Allen, Nav. Hist. Rev., I, 41; Southern Lit. Mess., Jan., 1857; Amer. Arch. 4th Ser., IV, 144, 866 and VI, 1598; Paullin, Hist. Nav. Amer. Rev., ch XIV); December, 1775. And for the greater secuity of the inhabitants of this colony from depredations of the enemy by water, Be it ordained, That the committee of safety shall, and they are hereby empowered and required to provide from time to time such and so many armed vessels as they may judge necessary for the protection of the several rivers in this colony, in the best manner the circumstances of the county will admit and, to that end, to raise and take into pay a sufficient number of officers and men, as well sailors as Marines, whose pay shall be settled by the committee of safety, not exceeding the following rates, to wit: To a chief commander of the whole, as commodore, fifteen shillings, to a master ten shillings, a first mate seven shillings and

35. Continued.
six pence, a second mate five shillings, a boatswain three shillings, a common sailor, two shillings per day; a captain of Marines, six shillings, a lieutenant, four shillings, a midshipman, three shillings, a Marine one shilling and sixpence. Provided always, and be it further ordained, that where the land service will admit of it, and the officers and soldiers of the regular forces shall be willing to enter upon any temporary expedition in such armed vessels, they may be allowed so to do, and shall receive pay according to the rates afore-mentioned; which officers, sailors and Marines, may be removed or disbanded by the said committee of safety, as they shall judge expedient. (Virginia, Henning's Statutes at large, v 9, 1775-78., Convention ordinances, 83); Nav Inst Proc, June, 1923, 957; See Virginia Mag., of Hist. and Biog., I, 70-71 for list of thirty Marine officers of Virginia State Navy.

36. New Hampshire's only naval undertaking was her participation in the Penobscot Expedition, 1779. She contributed the Hampden which was captured by the British. (N.H.Arch., VIII, 106, 186, 195); In March, 1776, the N.H. House of Reps., appointed a Committee of three to look out for an armed vessel to guard the coast. It is not believed that any vessels were procured. (Paullin, Nav. Amer. Rev., 476); For Georgia Navy see Paullin, Nav. Amer. Rev., 152, 315, 396-417, 429, 446-447, 449, 450, 456-462, 499-500, 459-462; "New Hampshire had one small ship, the Hampden". (Chadwick, Amer. Navy, 25); "New Hampshire voted in 1776 to build a galley and appointed a Committee to procure an armed vessel. After this her whole naval activity, aside from encouraging privateering, and setting up a prize court, consisted in fitting out a twenty-two gun ship for temporary service in 1779." (Paper read by Dr. Gardner W. Allen, 14 Nov. 1912 before Mass. Hist. Soc.; Allen, Hist. Navy Amer. Rev., I, 42; Paullin, Nav. Amer. Rev., ch. XII)

37. "New York's naval enterprize was confined to organizing a small fleet in 1776 for local defence." (Paper read by Dr. Gardner W. Allen, 14 Nov. 1912, before Mass. Hist. Soc; Allen, Nav. Hist. Rev., I, 42); Paullin, Amer. Rev., 70-71, 315, 471-476; New York had "a few galleys on the Hudson." (Chadwick, Amer. Navy, 26); Amer. St. Pap, 4th Ser., IV, 431, 1066.

38. "Maryland * * * in addition to one vessel of some size and force, maintained a considerable fleet of galleys, boats, and barges." (Allen, Nav. Hist. Rev., I, 41 citing

38. Continued.
Amer. Arch., 4th Ser., V, 1509, 1510); Maryland Navy. (Amer. Arch., 4th Ser., V, 1509, 1510); Paullin, Amer. Rev., 123, 315, 402, 415, 441-451; Chadwick, Amer. Navy, 27.

39. North Carolina had a small fleet stationed in the sounds (Amer. Arch., 4th Ser., V, 1537, 1363; Paper read by Dr. Gardner W. Allen, 14 Nov. 1912, before Mass. Hist. Soc; Allen, Nav. Hist. Rev., I, 41); Paullin Amer. Rev., 315, 451-459; Chadwick, Amer. Rev, 30; Amer. St. Pap, 4th Ser., IV, 302.

40. New Jersey had 4 privateers. (Maclay, Hist. of Amer. Priv., 216-217); For New Jersey efforts to have a Navy see Paullin, Nav. Amer. Rev., 477; Minutes Prov. Cong. and Council of Safety of N.J., 1775-1776, 510, 520, 525, 528; Nav Inst Proc, June, 1923, 957; DAR Mag., Nov., 1924, 684; Chadwick, Amer. Navy, 25.

41. Chadwick, Amer. Navy, 25; Nav Inst Proc, June, 1923, 957; DAR Mag., Nov., 1924, 684.

42. This is common information and shown by the records including Articles of Confederation.

43. Cortlandt Skinner to his brother Lt. Col. William Skinner, December, 1775, Amer. Arch. 4th Ser., III, 363-364.

44. Journals of Congress, etc.

45. A & N Reg., 5 Nov. 1932; See Subsequent chapters.

46. MC Arch; A & N Reg., 5 Nov. 1932.

47. Florida Indian Wars of 1836; under Robert E. Lee in 1859 at capture of John Brown; Labor Riots of 1877. (See Collum, Hist. USMC); Army of Cuban Pacification 1906-1909; Vera Cruz, Mexico, 1914; A & N Reg., 5 Nov. 1932.

48. A & N Reg., 5 Nov. 1932.

49. Resolved, That six companies of expert rifflemen, be immediately raised in Pennsylvania, two in Maryland, and two in Virginia; that each company consist of a captain, three lieutenants, four serjeants, a drummer or trumpeter, and sixty-eight privates. That each company, as soon as

49. Continued.
compleated, shall march and join the Army near Boston, to be there employed as light infantry, under the command of the Chief Officer in that Army. That the pay of the Officers and privates be as follows, viz. a captain @ 20 dollars per month; a lieutenant @ 13⅓ dollars; a serjeant @ 8 dollars; a corporal @ 7 1/3 dollars; drummer or (trumpeter): 7 1/3 doll; privates @ 6 2/3 dollars; to find their own arms and cloaths. That the form of the enlistment be in the following words: I,---- have, this day, voluntarily enlisted myself, as a soldier, in the American Continental Army, for one year, unless sooner discharged; And I do bind myself to conform, in all instances, to such rules and regulations, as are, or shall be, established, for the government of the said Army. (Journals Cont. Cong., 14 June, 1775, II, 89-90); "No colony responded more promptly or with more hearty zeal than Maryland to the resolutions of Congress passed 14th June 1775, asking for soldiers to serve against the British army in Boston." (Papers Relating to Maryland Line, ed. by Thomas Balch, 3); "On the 15th of June, the Army was regularly adopted by Congress, and the pay of the Commander-in-chief at five hundred dollars a month." (Irving, Life of Wash., I, 413); After much debate Congress decided to raise an army, and on June 16 it created a military establishment consisting of a commander-in-chief, two major generals, eight brigadier generals, one adjutant general, and numerous subordinate officers (all specified by title). On June 30 it adopted army rules and regulations. In this legislation of June, 1775, the Continental Army originated. (Nav Inst Proc, Nov., 1927, 1158); On September 29, 1775, Congress resolved "that a Committee of three members of this Congress be appointed to repair immediately to the Camp at Cambridge to confer with General Washington," and with the Governors of Connecticut, Rhode Island, Massachusetts, New Hampshire, etc., "touching the most effectual method of continuing, supporting and regulating a Continental Army." The above Committee had to have detailed instructions from Congress to guide and limit its actions, so a committee was appointed "to prepare instructions for the Committee ordered to wait on the General" and the Governors. The report of this committee was received by Congress on October 2, 1775. It presented a draught of instructions "which was read and being debated by paragraphs, was agreed to." The most interesting portion of the instructions directed "that the Committee confer with the General and whom

49. Continued.
else they think proper on the subject of raising a Continental Army and keeping it up for one year from the last day of December next," which, of course, was December 31, 1775. (Journals of Congress; Infantry Journal, Jan., 1926, 1-2; Biglow, Works of Franklin, VII, 85; Washington's Writings, III, 133) The next step in the organization of the Continental or "Regular" Army was taken by the Continental Congress on November 4, 1775, when it resolved "that the New Army, intended to lie before Boston, consist of 20,372 men, officers included," and that the "said troops be enlisted to the 31st day of December, 1776 * * *" Then, in keeping with the anticipation of forming the "New" or Continental Army, the "Rules and Regulations of the Continental Army," were extensively modified on November 7, 1775. The Regular Army was formed on the day set - January 1, 1776 - and three days later George Washington, its Commander-in-Chief, wrote to Joseph Reed: We "hoisted the Union Flag, in compliment to the United Colonies," the same day "which gave being to the New Army." (Infantry Journal, Jan., 1926, 2; Force, Amer. Arch., 4th Ser., IV, 570-571); There is another day that the Regular Army of the United States should celebrate. It is New Year's Day, for on January 1, 1776, it came into being. Gen. George Washington marked this memorable date in his Orderly Book with a General Order reading in part as follows: "This day giving commencement to the New Army, which, in every point of view is entirely Continental. The General * * * wishes it to be considered that an Army without Order, Regularity, Discipline, is no better than a Commissioned Mob * * * It is Subordination and Discipline (the life and soul of an Army) which next under Providence is to make us formidable to our enemies * * *" (Infantry Journal, Jan. 1926, 1-2); On January 1, 1776 "the very day Congress determined" to "govern apart from the Militia and Minute Men, the little handful of soldiers it had directly raised," there "was raised over Boston Camp" the Cambridge Flag. (Ganoe, Hist. U.S. Army, 20); Infantry Journal of January, 1926, 1-2, contains an article by Major Edwin North McClellan "The Birthday of the Regular Army;" A & N Reg., 5 Nov. 1932; We want also a regular general to assist us in disciplining the Army, which in twelve months' time, and perhaps less, by frequent skirmishes may be brought to stand against any troops, however formidable they may be, with the sounding names of Welsh Fusileers, grenadiers, &c. And

49. Continued.
although the pride of our people would prevent their submitting to be led by any general not an American, yet I cannot but think that General Lee might be so established as to render great service by his presence and councils with our officers. I should heartily rejoice to see this way the beloved colonel Washington, and do not doubt the New England generals would acquiesce in showing to our sister colony Virginia, the respect, which she has before experienced from the continent, in making him generalissimo. (Elbridge Gerry "To the honourable members of the continental congress from Massachusetts Bay" 6-4-177 James T. Austin, "The Life of Elbridge Gerry", 79); The Continental Army is very properly under the direction of the Continental Congress. * * * There is at present a necessity for it; the Continental Army is kept up within our colony, most evidently for our immediate security. But it should be remembered that history affords abundant instances of established armies making themselves the masters of those countries, which they were designed to protect. There may be no danger of this at present, but it should be a caution not to trust the whole military strength of a colony in the hands of commanders independent of its established legislative. (Mr. S. Adams to Mr. Gerry, Philadelphia, Oct. 29, 1775, James T. Austin, "The Life of Elbridge Gerry", 119-120); A Continental General as such, I am clearly of opinion, ought not to have any command of the militia. It is by no means necessary for general defence. It would lead a principal servant of the government to forget his station, and conceive himself its master; but since, in military operations, it is absolutely necessary to have but one head, each assembly would find it necessary that the commanding officer of the army, which their militia should occasionally reinforce, should take the command of such part as they might order to his assistance, and this during the pleasure only of such assembly, upon which plan he would, as to this, be in effect a colonial officer. We already see a growing thirst for power in some of the inferiour departments of the army, which ought to be regulated so far as to keep the military entirely subservient to the civil in every part of the united colonies. (Mr. Gerry to Mr. Adams, Watertown, Dec. 13, 1775, James T. Austin, "The Life of Elbridge Gerry", 122-123); Your very acceptable letter of the 13th of December is now before me. Our opinions of the necessity of keeping the military power under the direction and control of the legislative, I always thought were alike. (Mr. S. Adams to Mr. Gerry, Philadelphia, Jan. 2, 1776, James T.

49. Continued.
Austin, "The Life of Elbridge Gerry", 125); An interesting condition regarding canvas for the sails of war vessels is shown by the following three letters: "We have stripped the seaports of canvass to make tents; and it is of great importance to possess ourselves of about five hundred pieces of ravens duck to keep the soldiers in health." (Elbridge Gerry at Watertown, Conn. June 4, 1775 to members Continental Congress from Mass. Bay, James T. Austin, "The Life of Elbridge Gerry," 78); "I have but a moment's time left to tell you, that your order for the duck, &c, cannot be complied with, there being not enough here to make it worth while to think of sending; and indeed they are in want of the same articles here." (John Hancock, President of Congress to Mr. Gerry, 18 June 1775, James T. Austin, "The Life of Elbridge Gerry", I, 82-83); "As heavy duck is wanted for the New Hampshire frigate which cannot be procured in that State, we desire you will without delay send forward to John Langdon Esq. Eighty Bolts of heavy duck if that quantity belonging to the Continent is in your possession or in the possession of any other person in your State." (To Daniel Tillinghast, 30 Oct. 1776, Paullin, Out-Letters of the Marine Committee, I, 46)

50. A & N Reg., 5 Nov. 1932; See also Notes 55, 56, 57.

51. A & N Reg., 5 Nov. 1932; See also Notes 65, 66, 67, 68, 69, 71.

52. A & N Reg., 5 Nov. 1932; See also Notes 87, 88, 89.

53. A & N Reg., 5 Nov. 1932; See also Notes 90, 91.

54. A & N Reg., 5 Nov. 1932.

55. Thursday, June 15, 1775. Resolved, That a General be appointed to command all the continental forces, raised, or to be raised, for the defence of American liberty. $500 per mo. for "his pay and expences." George Washington was unanimously elected. (Journals of Continental Congress, II, 91; Pennsylvania Packet, 11 Dec. 1775); On June 15th George Washington was appointed "to command all the Continental forces"; on July 4, 1775, it was announced in general orders that the "troops of the United Provinces of North America" were taken over by Congress. The Army then numbered not more than 14,500 men, including perhaps the newly organized train of artillery which had been authorized in April by the province. There existed also a coastguard which had been

55. Continued.
raised to defend the sea-board towns upon which the British made depredations in their excursions after food. (Charles Knowles Bolton, The Private Soldier under Washington, 19-20 citing Washington to Congress, 9 July 1775. Journals Provincial Congress of Mass., 482); A & N Reg., 5 Nov. 1932.

56. A & N Reg., 5 Nov. 1932; Washington's office, created June 15, 1775, referring to "forces" and not to "Army" or "Navy", might be construed as including Naval Forces, for in the early days it was not uncommon for Generals to command naval forces. There was no Navy and later resolutions of Congress admitted direction of Naval affairs by Washington and also approved his action in creating a fleet. See Notes 61, 77.

57. George Washington accepted before Congress with a speech; "Resolved, That two Major Generals be appointed for the American Army": 8 Brigadier Generals, Adjutant General, Commissary General, QM General, Pay M. General, Chief Engineer, "Secretary to the General" $66.00. (Journal of Continental Congress, June 16, 1775); "Col. Washington on his appointment to be Commander-in-Chief, refused any stipulated salary, saying "he would accept expenses only." "One thousand riflemen are raised by order of Congress * * *" (Two letters from Philadelphia dated June 30, 1775, in Force, Amer. Arch., II, 1033); June 19, 1775 appointed him "General and Commander in Chief of the Army of the United Colonies and of all the forces raised or to be raised by them and of all others who shall voluntarily offer their service and join the said Army for the defence of American liberty and for repelling every hostile invasion thereof. And you are hereby vested with full power and authority to act as you shall think for the good and welfare of the Service * * *" (Photo of original commission in Frothingham, Washington Commander-in-Chief, 50-51); Instructions to General Washington. (Secret Journal of Congress, I, 17-18); Orders to General Washington by Continental Congress: "This Congress having appointed you to be General and Commander-in-Chief of the Army of the United Colonies, and of all the Force raised or to be raised by them" etc., proceed to Massachusetts Bay "and take charge of the Army of the United Colonies." (Force, Amer. Arch., III, 58); Colonel Washington is appointed commander in chief of the Continental Army; I shall sign his commission tomorrow, and he will depart in a few days. He is a fine man. You will judge of the

57. Continued.
propriety of the mode of his reception. Ten companies of fine riflemen from this province, Maryland, and Virginia, are ordered to proceed immediately to your army; these are clever fellows. (John Hancock President of Congress to Mr. Gerry, June 18, 1775, James T. Austin, "The Life of Elbridge Gerry", I, 83); Congress gave command to George Washington on June 16, 1775. (Fisher, Struggle for Amer. Independence, I, 349); Commission of General Washington was as "General and Commander-in-Chief of the Army of the United Colonies, and of all the forces now raised, or to be raised, by them," etc. (Journals of Congress, 17 June 1775, II, 96; original is in the Library of Congress; Penna. Packet, Dec. 11, 1775); See also Journals of Congress II, 91-92; There is something charming to me in the conduct of Washington. A gentleman of one of the first fortunes upon the Continent, leaving his delicious retirement, his family and friends, sacrificing his ease, and hazarding all in the cause of his country! His views are noble and disinterested. He declared, when he accepted the mighty trust, that he would lay before us an exact account of his expenses and not accepting a shilling for pay, the express waits. Adieu. (Mr. J. Adams to Mr. Gerry, 18 June, 1775, James T. Austin, "The Life of Elbridge Gerry", I, 90); A & N Reg., 5 Nov. 1932.

58. As the vessels of Washington's Fleet "were manned by soldiers and were commanded by Army Officers, and were designed to weaken the Army of the enemy by capturing his transports carrying supplies and troops, Washington was able to derive his authority for procuring and fitting out the fleet from his commission as Commander-in-Chief of the Continental Army." (Paullin, Navy of the Rev., 60). It should be noted that Washington interpreted his instructions and commission to extend to naval matters and that Congress approved such construction.; Meanwhile, as a military measure to make more effective the siege of Boston, Washington had adopted the policy of fitting out armed vessels, manned by the army, to cruise in Massachusetts Bay. The first of these vessels, the schooner Hannah, got to sea September 2. This little fleet took many prizes and brought in military stores and other property much needed by the British army in Boston and of great value to the poorly equipped American army. (Allen, Mass. Privateers of the Rev., 23-24); "Washington thus established a little Navy of his own, with a prize court necessary to pass upon the propriety

58. Continued.
of the capture and commissioners to take charge of captured material." (Chadwick, Amer. Navy, 14-15); "Bunker Hill came on June 17, 1775 and on July 3d, George Washington assumed command of the Army around Boston." (DAR Mag., Nov., 1924, 684); A & N Reg., 5 Nov. 1932; "* * * even before Whipple had sailed, the American Commander-in-Chief had determined upon a naval venture of his own. * * * This first plunge into naval strategy by Washington is all the more interesting from the fact that he felt doubtful of his own authority in this realm, since Congress had appointed him only to command the Army, but the need of naval assistance was so great that he took the responsibility in advance of Congressional approval and appointed seafaring contingents from the Army to man the ships." (Knox, Naval Genius of Washington, 7-13); "One of the first things Washington did after assuming command * * * was the fitting out of several privateers, officered and manned by New England sailors he found in camp." (Geo. E. Belknap's Introduction, on Nov. 15, 1902, to Hill's Twenty-Six Historic Ships); On Nov. 17, 1775 Congress appointed a Committee of seven "to take into consideration so much of said [Washington's] letter as relates to the disposal of such vessels and cargoes belonging to the enemy, as shall fall into the hands of, or be taken by, the inhabitants of the United Colonies." (Journals of Congress, Nov. 17, 1775, III, 358-359); This committee submitted report of eight paragraphs on November 25, 1775 which Congress agreed to, the last paragraph including: "That the captures heretofore made by vessels fitted out at the Continental charge were justifiable, and that the distribution of the captor's share of the prizes by General Washington, be confirmed, which is as follows:" Here follows shares for each officer and man including 1½ shares for a Serjeant and one share for each Private. (Journals of Congress, III, 370-375)

59. Maclay, Hist. of Amer. Privateers; Scharf & Westcott, Hist. of Phila., I, 302; DAR Mag., Nov., 1924; "While he was never addressed as 'Admiral Washington', he might well be hailed as the 'Father of the American Navy.'" (DAR Mag., Nov., 1924, 684; MC Gaz., Nov., 1930, 9); Washington "well might be called the 'Father of the American Navy'." (Nav Inst Proc, June, 1923, 958); "well might be hailed as the 'Father of the American Navy and Her Marines'. * * * That was the day General (might we say 'Commodore') Washington * * *" (A & N Reg., 5 Nov.

59. Continued.
1933); "To Washington himself was due the first organized force of the Americans in the Revolution upon the sea." (Chadwick, The Amer. Navy, 14); "In January, 1776, Washington appointed John Manly Commodore of the Fleet. The other commanders thereby became subject to Manly's orders." (Paullin, Nav. Amer. Rev., 64); "The month of April in the year 1775 arrived. Americans rose en masse on land and sea against Great Britain. Continental Congress quickly assumed control. It commissioned George Washington as Commander-in-Chief. He assumed command of the Army around Boston on July 3, 1775. Congress looked upon him as leader of both land and water forces in the early days. In the Fall of 1775, Washington organized a fleet in New England waters. Later, in October, Congress directed Washington to secure two armed vessels of the State navies, place them on 'Continental risque and pay,' and further, to give orders for the 'proper encouragement to the Marines and Seamen,' who had been detached from his Army to man the vessels. Other vessels were added. They all flew the Pine Tree Flag. This date of October 5, 1775, can be looked upon as the birthday of the Regular Navy. Washington, too, probably had administrative control of Arnold's Fleet on Lake Champlain in 1776. On the evacuation of Bostom in March, 1776, Washington moved to New York and organized another fleet of war vessels. Several times Congress made Washington a virtual dictator, and as such he exercised a certain degree of control over some vessels of the Navy. To cap the climax Continental Congress legislated as follows: That 'an addition of thirty-four dollars a month be added to the pay of Joseph Reed, Esq., Secretary to General Washington on account of the extraordinary services at present attending that office by reason of the General's direction of the NAVAL DEPARTMENT.'" (The Leatherneck, 25 April 1926, p. 9)

60. "By this law," resolving that the "pay of the Commander-in-Chief of the Fleet, be $125 per month," it will be seen that Mr. Hopkins was not made a captain but the 'Commander-in-Chief;' a rank that was intended to correspond in the Navy, to that held by Washington in the Army. His official appellation, among seamen, appears to have been styled that of 'Commodore', though he was frequently styled 'Admiral' in the papers of the period." (Cooper, Hist. Navy, U.S., I, 86-87); "On November 5 the Naval Committee appointed Esek Hopkins, of Rhode Island, Commander-in-Chief of the Fleet. The Committee may have

60. Continued.
created this office as analagous to Washington's position in the Army. It is more probable that the office was borrowed from the British Navy, in which the * * * The first and only Commander-in-Chief of the American Navy * * *" (Paullin, Nav. Amer. Rev., 52-53); This Committee did not "create" this office, Continental Congress did. It has generally been supposed that the intention of Congress in making Hopkins commander-in-chief was to give him the same rank that Washington held in the army. It seems more likely, however, that Congress merely meant to give him command of this particular fleet. The wording of his appointment by the Naval Committee and of the resolutions quoted above, together with the fact that each of the captains was assigned, also by resolution of Congress, to a specified vessel, would indicate this. Stephen Hopkins, writing to Esek November 6, 1775, says: "You will perceive by a letter from the Committee, dated yesterday, that they have pitched upon you to take the command of a Small Fleet, which they and I hope will be but the beginning of one much larger." A resolution of Congress dated January 2, 1778, states that Hopkins "was appointed commander in chief of the fleet fitted out by the Naval Committee." He does not appear to have been mentioned officially and authoritatively, that is to say by the Naval or Marine Committee, though he was once by a special committee, as the Commander-in-Chief of the Navy. In addition to his own fleet several other Continental vessels cruised in 1776, which do not seem to have been under his orders. Hopkins was an elderly man at this time, having been born in 1718. He had spent much of his life at sea and was a privateersman in the French and Indian War. (Allen, Nav. Hist. Amer. Rev., I, 30-31); A & N Reg., 5 Nov. 1932; In the discussion over the censure of Hopkins, Hancock's letters show Hopkins was appointed Commander-in-Chief of the Fleet, not of the Navy. "Hopkins died in 1802, in his 84th year, and a bronze figure of heroic size has been reared over his grave in Providence, R.I., commemorating the fact that Esek Hopkins was 'Commander-in-Chief of the Continental Navy during the American Revolution from December 22, 1775 to January 2, 1778'." (Hill, Twenty-Six Historic Ships, 17); "Hopkins was Commander-in-Chief in the American Navy from 1775 to 1778." (Paullin, in Out-Letters, Marine Committee, I, 27)

61. Journals of Congress, Feb. 29, 1776, provided that "an addition of 34 dollars a month be added to the pay of Joseph Reed, Esq., Secretary to General Washington, on

61. Continued.
account of the extraordinary services at present attending that office by reason of the General's direction of the Naval Department." (Clark, Nav. Hist. of the U.S., II, 36); "Under orders of Congress he had 'direction of the Naval Department'." (Nav Inst Proc, June, 1923, 957-958); In this connection the following Resolution of Congress of July 26, 1780, is of interest: "The Trumbull, Confederacy, and Deane, frigates, with the Saratoga, sloop, of war, were put under the direction of General Washington to be employed in co-operating with the French Fleet." A Report of August 7, 1780, also refers to the same subject. (Clark, Naval Hist. of the U.S., II, 75-76); This was not the only time that Washington administered naval affairs. He raised a fleet around New York; "In April, 1776, immediately upon Washington's arrival in New York, he began to equip a fleet similar to the one at Boston." (Paullin, Nav. Amer. Rev., 70); Washington's New York Fleet. (Greenwood, Captaim John Manley, 161-165); DAR Mag., Nov., 1924; We are informed by a Letter from the Captains of the Continental Frigates in Hudsons River that the General officers sent by His Excellency General Washington to view the fortifications and obstructions in Said River were of opinion that the frigates would be serviceable in defending and covering the same and we find by an extract from your Minutes enclosed that you were of the same opinion. In consequence whereof we have now given orders to the said Captains to have the frigates put in as good a state of defence as can be admitted, and to follow and obey such orders as they may receive from General Washington or the Commanding officer who may direct the operations in that quarter. (Paullin, Out-Letters Marine Committee, I, 147-148); As it is the opinion of the General officers directed by his Excellency General Washington to take the most effectual measures for Securing the command of the North River that the Continental Frigates will be of essential service in securing the Chain and obstructions in Said River; and as by your Letter of the 9th instant we find you entertain a similar sense. We now think proper to direct that you have the frigate under your Command put in as good a State of defence as can be admitted of, and follow such orders as may be given you by his Excellency the General, or the Commanding officer appointed to direct the operations in that quarter, using your best judgment in the execution of such orders as you may receive. (Paullin, Out-Letters Marine Committee, I, 146); On July 26, 1780 Congress resolved to put the frigates Trumbull, Confederacy and Deane and sloop of war Saratoga (These

61. Continued.
4 and Alliance whole Continental Navy) under George Washington to cooperate with de Ternay's Fleet. But British bottled de Ternay up in Narragansett Bay. (Howard's Harding, 130)

62. "General Washington, Commander-in-Chief of both the sea and land forces, up to that time." (Geo. E. Belknap on Nov. 15, 1902, in his Introduction to Hills Twenty-Six Historic Ships); Washington was even made virtual dictator at times and exerted higher leadership than that of commanding the entire armed forces of the United States.

63. See MC Hist v I, ch VIII, IX, X,

64. Force, Amer. Arch., 4th Ser., III, 69; Allen, Nav. Hist. Rev., I, 62-64 citing Amer. Arch., 4th Ser., III, 36, 69, 137, 461, 631, 653, 654, 682, 710, 718, 728, 808, 842, 1037; DAR Mag., Nov., 1924, 684; MC Gaz., Nov., 1930, p. 9; In a letter to Governor Cooke, dated August 4, 1775 Washington suggested to him a plan for procuring powder from Bermuda. "We understand there are two armed vessels in your province," etc. wrote George Washington. (Sparks, III, 47, 77); Governor Nicho. Cooke at Providence, R.I. on August 8, 1775 wrote Washington: "By a vessel which arrived here on the 30th ultimo [July 30, 1775], from Cape Francois, we are informed that the Captain of the vessel sent from this port to the Cape for a quantity of warlike stores, in which the committee of Safety for the Colony of Mass. had interested themselves, had executed his commission, and was to sail with a large quantity in a day or two, so that she may be hourly expected." (Force, Amer. Arch., III, 69); "In this extremity he turned to Governor Cooke, of Rhode Island, who had lately armed a few small vessels to serve as State naval forces. The General wrote on August 4 * * * How early the American cause turned to the sea! Governor Cooke agreed to the plan and Captain Abraham Whipple sailed for Bermuda in September." (Knox, Naval Genius of Washington, 7-12); The Washington Post of August 14, 1932 p. 4, contains an interesting and long article on this subject, setting the date as August 14, 1775.

65. "The sequence of events made this act of Washington [commissioning the Hannah] unquestionably the beginning of the United States Navy." (Frothingham, Washington, Commander-in-Chief, 86); A & N Reg., 5 Nov. 1932.

66. A & N Reg., 5 Nov. 1932; If one of his officers was "Commodore" John Manley, why not "Admiral" for the Commander-in-Chief. "Captain Broughton, of Marblehead, received a naval commission from Washington, dated September 2, 1775 - the first of the kind issued by the Continental Congress through its authorized agents." (Lossing, Story of the U.S.Navy, 12); "In January he appointed Manley Commodore of the Fleet." (Knox, Naval Genius of Washington, 11); In the fall of the year 1775, General Washington commissioned Nicholas Broughton and [John Selman], both living in Marblehead, the former as Commodore of two schooners, one mounting 6 four-pound cannon, and manned by seventy seamen, and the other of less force, having only sixty-five men. The Commodore hoisted his broad pendant on board the former, and Selman commanded the latter. (John Adams to Elbridge Gerry, 9 Feb. 1813, Austin, Life of Gerry, I, 100-101); On January 20, 1776 George Washington wrote Captain Charles Dyar: "You being appointed Captain and Commander of the armed schooner Harrison, in the service of the United Colonies * * * As Captain Manley is appointed Commodore of the four schooners now fitted out * * *" (Amer. St. Pap, 4th Ser., IV, 791); At length, on the 1st of February 1776, the Navy, if so it might be called, was formed into a new establishment, being composed of four vessels; the Hancock, commanded by Manley as commodore; the Warren, Captain Burke; the Lynch, Captain Ayres; the Harrison, Captain Dyer. The instructions were the same, as those originally given to Captain Broughton, with the addition of three articles;- "1. As Captain Manly is appointed Commodore of the four schooners now fitted out, he will fix upon proper signals by which you may know each other, and you are to obey him as such in all cases. If it should happen that a prize is taken in sight of other vessels, fitted out at the Continental expense, or at the charge of individuals, the rules, which take place among private ships of war, are to be observed in the distribution of the prize-money. 2. You, your officers, and men are, from the date hereof, to consider yourselves as engaged in the service of the United Colonies, and in every respect subject to the rules and regulations formed by the Congress for the government of the army, raised for the defence of American liberty, or as nearly so as possible, consistent with the difference of the land and sea service. A book of the rules and articles you will receive herewith, at the end of which, you, your officers, and men must subscribe your names." (Sparks, Washington's Writings, III, 519).

67. "1. You, being appointed a Captain in the army of the United Colonies of North America, are hereby directed to take the command of a detachment of said army, and proceed on board the schooner Hannah, at Beverly, lately fitted out and equipped with arms, ammunition, and provisions at the Continental expense. * * * 6. For your own encouragement, and that of the other officers and men, to activity and courage in this service, over and above your pay in the Continental army, you shall be entitled to one third part of the cargo of every vessel by you taken and sent into port (military and naval stores only excepted, which, with vessels and apparel, are reserved for public service), which said third part is to be divided among the officers and men in the following proportions; to a captain six shares; a first lieutenant five; a second lieutenant four; ship's master three; steward two; mate one and a half; gunner one and a half; boatswain one and a half; gunner's mate and sergeant one and a half; privates one share each. * * * Given under my hand, at Head-Quarters, Cambridge, this 2d day of September, 1775." (Instructions of Washington to Captain Nicholson Broughton in Sparks, Washington's Writings, III, 517-518; Greenwood, Captain John Manley, 20; Force, Amer. Arch., III, 633); "On the second of September, Washington, acting under his general powers, instructed Broughton of Marblehead, as an Army Captain, 'to take command' * * * in a schooner * * * other vessels were employed under the federal authority, with good success." (Bancroft's, Hist. U.S., VIII, 69); Meanwhile, as a military measure to make more effective the siege of Boston, Washington had adopted the policy of fitting out armed vessels, manned by the army, to cruise in Massachusetts Bay. The first of these vessels, the schooner Hannah, got to sea September 2. This little fleet took many prizes and brought in military stores and other property much needed by the British army in Boston and of great value to the poorly equipped American army. (Allen, Mass. Privateers of the Rev., 23-24); "With Glover's brother and favorite son aboard, Broughton sailed on the 5th, and two days later sent into Gloucester the ship Unity * * * but on the 10th he was himself driven ashore, just outside of Beverly Harbor, by the Nautilus." (Greenwood, Captain John Manley, 6); The Hannah "became the first warship regularly commissioned by authority derived from the United Colonies of North America, and given a definite mission against the enemy." (Frothingham, Washington, Commander-in-Chief, 85); "From the first, however, the great advantage to be derived from fitting out armed cruisers which might,

67. Continued.
by intercepting the enemy's transports, enable him to supply his own troops, was very evident to the General, who, accordingly, directed Colonel Glover's schooner, the Hannah, at Beverly, to be fitted out and equipped at the Continental expense." (Greenwood, Captain John Manley,5); On September 2, 1775, Washington commissioned Nicholas Broughton of Marblehead to command the Hannah, with a crew of soldiers from Glover's "Amphibious Regiment." (Robert E. Peabody's, Captain John Manley, 2-11, in Essex Institute, XLV, 1909, citing Amer. Arch., 4th Ser., III, 633); Greenwood, Captain John Manley, 5-6; Frothingham, Siege of Boston, 260-262; Barry, Hist. of Mass., 57-59 citing Correspondence of J. Adams, in Works, X, 29-32; Austin, Life of Gerry, I, 101, 513-520; Sparks, Washington, III, 517, 518; Maclay, Hist. Amer. Privateers, 55-66, wrote of Washington using vessels on his own responsibility; Allen, Nav. Hist. Amer. Rev., I, 20-21, 60; Knox, Naval Genius of Washington, 8; DAR Mag., Nov., 1924, 684; Nav Inst Proc, June, 1911, 463; Nav Inst Proc, August, 1926, 1554; A & N Reg., 5 Nov. 1932; Paine, Joshua Barney, 117-118; Paullin, Nav. Amer. Rev., 33, 61; The first Captain commissioned by Washington was Nicholas [Nicholson] Broughton of Glover's Regiment to command Hannah, on September 2, 1775. He sailed and captured Unity. (Waite, Origin of the American Navy, 5); Greenwood, in his Captain John Manley, p. 6 states that on the 30th of September, Washington's secretary Colonel Joseph Reed, informed the Massachusetts General Court that in order to intercept the transports daily arriving at Boston, Washington had directed more vessels to be immediately equipped, and that their prizes would be at the disposal of the Court.

68. Peabody, Captain John Manley, 2-11, citing Amer. Arch., 4th Ser., III, 633; Frothingham, Siege of Boston, 260-262; "Sent into Gloucester the ship Unity." (Greenwood, Captain John Manley, 6); Another force of a quasi-naval character, about this time, was that which carried Colonel Benedict Arnold's force to Kennebec. "Colonel Arnold's flotilla of eleven sail, preceded by the schooner Broadbay, Captain James Clarkson, had left Newburyport, September 19, 1775, for Kennebec, also carrying the old English colors, and signals were to be made with 'the jack and ensign'." (Greenwood, Captain John Manley, 7)

69. Allen, Nav. Hist. Rev., I, 62; The first vessel in the Boston fleet was the Hannah commanded by Nicholas Broughton, a captain in the Army. On September 6, 1775, the

69. Continued.
Hannah took a prize - the first capture made by a Continental vessel. (Nav Inst Proc, Nov., 1927, 1159).

70. While Congress was debating the subject of a "Congressional" Regular Navy, backing and filling, wondering whether a Navy could be formed, Washington was actually creating a Navy. "The first suggestion for a Naval Establishment for the colonies came from General Washington, soon after he assumed command of the Army at Cambridge. He saw if he was to be successful in his siege of Boston, it would be necessary to have some armed ships to cut off supplies to the British from the sea. Through his efforts five or six small vessels were soon afloat as privateers, and their success induced Congress to take action for the establishment of a Regular Navy." (William Henry Smith, Hist. of the Cabinet of the U.S., 401, 402, 403, 406, 408); Paullin, Nav. Amer. Rev., 61; "The creation of a naval force by the American Commander-in-Chief was thoroughly justified by the necessities confronting his Army and by the results achieved in giving indispensable assistance to his operations on shore. The experience was a most valuable first step in his naval education which was to be matured to great heights in the gruelling years of war which were ahead of him. From these humble beginnings he was to become a master in the difficult art of employing large fleets effectively and decisively in joint military-naval operations." (Knox, Naval Genius of Washington, 7-12); "You being recommended to his Excellency as a proper person to transact the business of the several armed vessels fitted out, or to be fitted at the Continental expense. * * * whenever any of the Continental vessels put into Cape Ann * * * as you are appointed a Continental agent only * * *." (Instructions to Winthrop Sargent, Agent, by Headquarters, January 1, 1776, Amer. St. Pap, 4th Ser., IV, 537-538).

71. "Soon after he assumed command of the troops before Boston, General Washington, * * * issued several commissions to different small vessels." (Cooper, Hist. Navy U.S., I, 75); Knox, Naval Genius of Washington, 8; See also Notes 64, 65, 66, 67, 68, 69, 70.

72. On October 4, 1775 Washington appointed Colonel John Glover and Stephen Moylan agents to equip two vessels at Salem, Marblehead, or Newburyport, and they were directed to name suitable men for prize agents in the leading

72. Continued.
ports of Massachusetts. (Force, Amer. Arch., 4th Ser., III, 946; Paullin, Nav. Amer. Rev., 62-63); Allen, Nav. Hist. Rev., I, 62; F. A. Gardner, Colonel John Glover's Regiment, Mass. Mag., 1908, I, 16.

73. See Notes 82, 83.

74. MC Arch.

75. The crew of the Lee "consisted of fifty men of Colonel Glover's Amphibian Regiment." (Nav Inst Proc, August, 1926, 1555); Glover's "Amphibian Regiment." (Peabody's, Captain John Manley, 2-11, in Essex Institute, XLV, 1909, citing Amer. Arch., 4th Ser., III, 633); "This was the Essex County regiment of Colonel John Glover, of Marblehead, which was well called 'Amphibious'." (Frothingham, Washington, Commander-in-Chief, 85); See Note 67.

76. "Marblehead Marines". (Lamb, Hist. City N.Y., II, 148-150); Glover's "Marine Regiment" (Peabody's, Captain John Manley, 2-11); The late Colonel Thomas M. Wood, USMC, called Glover the founder of the Marine Corps and insisted in taking his friends to view Glover's Monument in Boston. "We passed the Hooper House, now owned by the Youngs Mens' Christian Association, where Lafayette was entertained in that era of princely hospitality. A white house, dated 1762, was the home of John Glover, commander of the "Marblehead Marines," who stood out as one of the most salient personalities of the American Revolution. Born in Salem, he was a shoemaker there, and a fisher in Marblehead. In 1773 he was appointed colonel of the Marblehead Marine regiment, which became a part of the Continental Army." (Catherine Beach Ely, Quaint Charms of Salem and Marblehead, Amer. Motorist, June, 1930, 17-18).

77. On December 2, 1775 Congress "Resolved, That the Congress approve the General's [Washington] fitting out armed vessels to intercept the enemy's supplies." (Journals of Congress, III, 401); On December 2, 1775 Congress voted approval of the General's fitting out these cruisers to intercept the enemy's supplies, and the President writes, "I forward you several commissions for the officers of the armed vessels;" soon after which they are alluded to on the records as "the Armed Vessels in the service of the United Colonies." (Greenwood, Captain John Manley, 16); The mission accomplished by Washington's Fleet was a naval mission not one of an Army.; The report of the Com-

77. Continued.
mittee on Revolutionary Claims, made January 7, 1831, says: "The Committee are aware that, in this clause, (as amended August 24, 1780) no allusion in terms is made to officers of the Navy; but it should be remembered that, as a distinct and efficient arm of the national defence, the Navy was not fully recognized by Congress during the Revolutionary War, and that the Department itself was not organized until April 1798. It may with reason, then, be inferred that individuals engaged in the naval as well as the land service, at that period, were included by Government under one general military head, or that the word navy, in the resolution of August 1780, was accidentally omitted. (Greenwood, Captain John Manley, 168-169); "There has been much confusion regarding the manner in which these armed schooners were commissioned. Some historians call them naval vessels. Thomas Clark in his Naval History speaks of them as privateers, and Edgar S. Maclay in his History of the Navy calls them State cruisers. Practically all writers take one of these three opinions, but a careful study of the American Archives supplemented by the information contained in the original documents in the possession of the Beverly Historical Society shows the real status of these vessels. They were fitted out and commissioned by Washington, as General of the Continental Army, in connection with the Siege of Boston, solely to intercept supplies going to the British Army in Boston. They were chartered at the Continental expense, but their captains were captains in the Army of the United Colonies and their crews were soldiers from the Army who still received their pay from the Army Paymaster. The vessels were under the control of Washington as leader of the Siege of Boston." (Peabody's, Captain John Manley, 6, in Essex Institute, XLV, 1909); The Standards, Flags and Banners of the Pa. Soc., S.A.R., 19; Harper, Encyc. of U.S. Hist., III, D-F; Greenwood, John Manley, 14-15, 86; Barry, Hist. of Mass., 57-59 citing Frothingham, Siege of Boston, 261-262; and Staples, Annals of Providence, 265-270; Peabody, Captain John Manley, 2-11; DAR Mag., Nov., 1924, 685; Nav Inst Proc, August, 1926, 1555; Allen, Nav. Hist. Rev., I, 65; "I have observed that you frequently did propose discharging those vessels that were fitted out as Cruisers by General Washington and the Committee were always of your opinion but some how or other in the multiplicity of business and in their late confusion they omitted to give you orders. Now Sir, as I know it was their desire to have those Vessels paid off

77. Continued.
and dismissed the service I will venture to authorize your doing it and shall send the Committee a Copy of this Letter which you may deem a proper authority: But as I have mentioned in another Letter your employing one of those Vessels to carry the dispatches to France, you must either keep that one in pay or buy her, which I should much prefer, and if any of the rest of them are good Vessels, suitable for Cruizers I should think it best to buy them and continue them in the service, especially as I suppose some of the Commanders and officers have merit to deserve a continuance in the service: but I am utterly against continuing them on hire and so I think are all the Committee." (Robert Morris at Phila. to John Bradford, 7 Feb. 1777, Paullin, Out-letters of Marine Committee, I, 72-73); on December 3, 1775, Manley carried into Marblehead Harbor the large sloop Concord loaded with stores. (Greenwood, Captain John Manley, 28);"Inclosed are several documents by which you will learn that you are appointed Commissioners to transact some business on behalf of the United States with the Gentlemen who were appointed Agents by General Washington for the Prizes taken by the fleet fitted out by his directions. * * * You will please to observe that the Captors in the above mentioned Fleet, are not entitled to so large a proportion of the Prizes, as those who have served in the Navy line constituted by Congress - You will be pleased therefore to have recourse to the Regulations made by Genl. Washington relative to this matter, and to subsequent Resolutions of Congress." (To Issac Smith, Ebenezer Storer, and William Philips, of Boston, Mass., 21 March 1777, Paullin, Out-letters of Marine Committee, I, 85-86); "Messrs Issac Smith, Ebenezer Storer, & William Philips are appointed by this Committee, Commissioners to adjust the several accounts of the Agents appointed by General Washington for the fleet fitted out by his directions, to value such goods as the[y] duely delivered for the use of the United States and give Credit agreeable to such valuation, also to receive any balances due from, and pay any due to such Agents, and to require them to pay the proper proportion to the Captors. You, as one of the said Agents are required to pay due regard to the applications of those Gentlemen for the above purposes so that the same may be effected with all possible expedition." (Circular letter to Washington's agents, 21 March 1777, Paullin, Out-letters of Marine Committee, I, 87); "On October 29, 1775, the Lee" manned by men from Glover's Amphibious Regiment and commanded by Captain

77. Continued.
John Manley sailed and about a month later captured the Nancy. "Whatever the shape, size, color, or design of the flag thus hoisted by Manley, it was in truth the first emblem of a national Navy ever displayed." (McCoy, This Man Adams, 238-239); Philadelphia is now boasting that Paul Jones has asserted in his journal that "this hand hoisted the first American Flag;" and captain Barry has asserted that "the first British flag was struck to him." Now I assert that the first American flag was hoisted by John Manly, and the first British Flag was struck to him. (John Adams to Elbridge Gerry, 28 January 1813, Austin, Life of Gerry, I, 99-100); "Whatever the shape, size, color, or design of the flag thus hoisted, by Manley, it was in truth the first emblem of a national Navy ever displayed." John Adams denies that the "first American flag" was hoisted by John Paul Jones and that the first British flag was struck to Barry. Adams claimed both honors for John Manley. (McCoy, This Man Adams, 238-239); Jones says "my hand first raised The American Flagg and Captain Barry used to say that the first British Flagg (was) struck to him." "Both these vain boasts, I know to be false * * * It is not decent nor just, that those emigrant foreigners of the South should falsely arrogate to themselves merit that belongs to New England Sailors, Officers & Men." (John Adams to John Langdon, 24 Jan. 1813, Letter to Langdon, 21)

78. On October 13 [1775] General Washington writes his brother John as follows: "Finding that we were in no danger of a visit from our neighbors, I have fitted out and am fitting out several privateers, with soldiers who have been bred to the sea; and I have no doubt of making captures of several of their transports, some of which have already fallen into our hands, laden with provisions." (Greenwood, Captain John Manley, 9); Finding the ministerial troops resolved to keep themselves close within their lines, and that it was judged impracticable to get at them, I have fitted out six armed vessels, with the design to pick up some of their storeships and transports. (To Major-General Schuyler, Cambridge, 5 Nov. 1775, Sparks, Washington's Writings, III, 143)

79. Journals of Congress, October 4, 1776; see also The Hist. of the Amer. Rev., David Ramsay, M.D. 224-225; Grimshaw, Hist. of U.S., 113-114; Preble, Hist. of Flag, 202-204; Gordon, Hist. of the Amer. Rev., II, 144-145; Some soldiers were unwilling to serve afloat as they had en-

79. Continued.
listed only for the Army and not as Marines. (Greenwood, Captain John Manley, 13-14); DAR Mag., Nov., 1924; See Nav Inst Proc, April, 1918, 821-823, for account of a fight of the Franklin and the famous exclamation of her commander, Captain James Mugford, of "Do not give up the vessel!"; Washington's Fleet was organized at Continental expense. (Waite, Origin of the Amer. Navy, 20); See Marshall, Life of Washington, II, letter of John Adams, cited in Works of Adams, X, 513; "Washington had the entire management of this fleet." (Clark, Stevens, Alden, Krafft, Short Hist., Navy, 10-11; Fisher, Struggle for Amer. Independence, I, 387; See also Nav Inst Proc, August, 1926, 1556; Nav Inst Proc, June, 1923, 958; DAR Mag., Nov., 1924, 685; Paullin, Nav. Amer. Rev., 61-66; The references, in most cases, are to soldiers, of course, who performed the duties of Marines; "In answer to your inquiries respecting armed vessels, there are none of any tolerable force belonging to this government. I know of but two of any kind; those very small. At the Continental expense I have fitted out six, as by the enclosed list, two of which are upon the cruise directed by Congress; the rest ply about Cape Cod and Cape Ann, as yet to very little purpose. These vessels are all manned by officers and soldiers, except perhaps a master and pilots; but how far, as they are upon the old establishment, which has not more than a month to exist, they can be ordered off this station, I will not undertake to say, but suppose they might be engaged anew. Belonging to Providence there are two armed vessels; and I am told Connecticut has one, which, with one of those from Providence, is, I believe, upon the cruise you have directed." (To Richard Henry Lee, 27 Nov. 1775, Sparks, Washington's Writings, III, 173); The ordnance brig Nancy was captured by Captain Manley late in November 1775. Among other articles in this valuable cargo was the thirteen-inch brass mortar which General Putnam christened the Congress on its arrival in the camp at Cambridge. (Margaret Wheeler Willard, Letters on the Amer. Rev., 1774-1776, 237); "Washington had the entire management of this fleet. One of these ships, the Lee, whose commission as well as that of her captain, John Manley, was signed by Washington, captured the Nancy." (Clark, Stevens, Alden, Krafft, Short Hist., U.S. Navy, 10-11); In that same autumn of 1775, when the British navy destroyed Portland, the patriots began to create a navy of their own. Washington from the camp at Cambridge encouraged the New Englanders to fit out private armed schooners to

79. Continued.
capture the supply vessels of the British army. One of the first of these, the Lee, of Marblehead, took the English ordnance-ship, Nancy, carrying brass cannon and a mortar, besides a large cargo of arms, ammunition, and camp equipment. When this spoil was brought to Cambridge, there was great rejoicing. General Putnam, without regard to dignity, stood on the great mortar, with a bottle of rum in his hand, and General Mifflin stood by as godfather to christen it - "The Congress." (Fisher, Struggle for Amer. Independence, I, 387); On the 29th [November] he sighted a sail which proved to be the object of his search, the brigantine Nancy, which when overhauled surrendered without resistance and was taken into Gloucester. The Nancy carried a large cargo of ordnance and military stores which were of the utmost value to the American army. Besides other things there were two thousand muskets, thirty-one tons of musket shot, three thousand round shot, several barrels of powder, and a thirteen-inch brass mortar, which promised to be most useful in the siege of Boston. (Allen Nav. Hist. Amer. Rev., I, 68)

80. "Washington also caused two floating batteries to be constructed, armed, and manned, and they were placed in the Charles River." (Lossing, Story of the Navy, 12); Preble, Hist. of the Flag of U.S.A., 202-204; MC Arch.

81. Nav Inst Proc, June, 1923, 958; When the second brigade marched out of Boston to reinforce the first, nothing was played by the fife and drums but Yankee Doodle (which has become their favorite tune ever since the notable exploit, which did such honour to the troops of Britain's King, of tarring and feathering a poor countryman in Boston, and parading with him through the principal streets, under arms with their bayonets fixed:) Upon their return to Boston, one asked his brother officer how he liked the tune now, - "D---n them, returned he, they made us dance till we were tired" - Since then Yankee Doodle sounds less sweet in their ears. (Margaret Wheeler Willard, Letters on the Amer. Rev., 1774-1776, 111-112, citing London Chronicle, July 8-11, 1775)

82. See MC Hist v I ch I.

83. Irregular in origin, poorly organized, and without a proper naval code, the little fleet gave Washington much

83. Continued.
trouble and vexation. In November, 1775, he wrote. "Our rascally privateersmen go on at the old rate, mutinying if they can not do as they please." Notwithstanding their shortcomings, Washington's vessels had considerable success in capturing transports and other lightly-armed craft of the enemy. (Nav Inst Proc, Nov., 1927, 1159); "P.S. I had just finished my letter when a blundering Lieut^nt of the blundering Captn Coit, who had just blundered upon two vessels from Nova Scotia * * *" (George Washington at Cambridge to Joseph Reed, 8 Nov. 1775 in Reprint of Original Letters from Washington to Reed by Wm. B. Reed, 11); On November 29, 1775, William Watson wrote from Plymouth to General Washington that the crew of the brigantine Washington were in "general, discontented and have agreed to do no duty on board said vessel; and say that they enlisted to serve in the Army and not as Marines." (Waite, Origin of the Amer. Navy, 20; Amer. Arch., 4th Ser., III; Greenwood, Captain John Manley, 13); On December 1, 1775, we read in a letter of Colonel S. Moylan at Cambridge, Mass., to William Watson, at Plymouth, that "that mutinous spirit which reigns through the Marines and sailors, makes the General [Washington] despair of your being able to effect this to any purpose." (Force, Amer. Arch., 4th Ser., IV, 152); In November, 1775, Washington wrote that "our rascally privateersmen go on at the old rate, mutinying if they can not do as they please." (Ford, Writings of Washington, Washington to Joseph Reed, November 20, 1775, referred to in Paullin, Nav. Amer. Rev., 64); General Washington at Cambridge, Mass., in a letter to President of Congress dated December 4, 1775, which was read before Congress December 13, 1775, wrote that "the plague, trouble, and vexation I have had with the crews of all the armed vessels, is inexpressable. I do believe there is not on earth a more disorderly set. Every time they come into port we hear of nothing but mutinous complaints. Manley's success has lately, and but lately, quieted his people. The crews of the Washington and Harrison have actually deserted them; so that I have been under the necessity of ordering the agent to lay the latter up, and get hands for the other on the best terms he could." (Force, Amer. Arch., 4th Ser., IV, 180; Sparks, Washington's Writings, III, 187; Waite, Origin of the Amer. Navy, 22); "refusing, since they had enlisted only for the Army, to do duty as Marines." (John Manley, 13); The criticism was applied by George Washington alike both to his soldiers serving as Marines and Seamen; See also Note 73; Chadwick, The

83. Continued.
Amer. Navy, 15-16; Knox, Naval Genius of Washington, 9; Greenwood, Captain John Manley, 11-14; The State Navies also had similar experiences. The Minerva of the Connecticut Navy was ready for sea by October, 1775, but could not carry out the first mission assigned it for "all the hands or soldiers and Marines on board, except about 10 or 12," utterly "declined and refused to obey" the orders and "perform said cruises." (Colonial Records of Conn., XV, 176)

84. As has been described; But Washington's Fleet was a Continental Navy. While Washington was maintaining his own Continental Naval Fleet in New England waters he viewed with interest the creation by Congress another Continental Naval Force under Commodore Esek Hopkins at Philadelphia. On January 4, 1776 he wrote from Cambridge, Mass. to Joseph Reed that: "I fear your fleet has been so long in fitting, and the destination of it so well known, that the end will be defeated, if the vessels escape." On January 31, 1776 he again wrote Reed: "The account given of your navy, at the same time that it is exceedingly unfavourable to our wishes, is a little provoking to me, inasmuch as it has deprived us of necessary articles, which otherwise would have been sent hither; but which a kind of fatality I fear will for ever deprive us of."

85. "The first official suggestion of a Continental Navy came from the Assembly of Rhode Island, which, on August 26, 1775, declared "that the building and equipping an American fleet" etc. (Allen, Nav. Hist. Amer. Rev., I, 21; Amer. Arch., 4th Ser., III, 231); Journals of Congress, October 3, 1775; See Hildreth, Hist. of U.S., III, 101; Greenwood, Captain John Manley, pp. xix-xxiii; Beck, Letter Book Esek Hopkins, 5; R.I. Colonial Records, VII, 369; Paullin, Nav. Amer. Rev., 35; Mass. Hist. Soc., Proc., XLVI, 194-195; Adams, Life of John Adams, I, 260; Field, Esek Hopkins, 69; "origin of the Continental Navy is usually dated from October 3, 1775." (Paullin, Dip. Nego., 11-12); The first suggestion concerning a Continental Navy came from New England. Josiah Quincy probably made the first on July 11, 1775, when he wrote to John Adams in Philadelphia suggesting a Navy of row-galleys, and other ships of war. (Paullin, Nav. Amer. Rev., 33, citing Manuscript Letters of John Adams in Mass. Hist. Soc.); In 1775 George Wythe of Virginia said; "Why should not America have a Navy? No maritime power near the sea-coast can be safe without it. It is no chimera. The Romans suddenly built one in

85. Continued.
their Carthagenian War. Why may not we lay a foundation for it." (Journal of Congress, III, 500, 501; Works of John Adams, II, 479); Gadsden said, "I am for a Navy too, and I think that shutting our ports for a time will help us to a Navy." (Journal of Congress, III, 500, 501); Some believed a Navy impossible and the "most wild, visionary, mad project that ever had been imagined." (Paullin, Nav. Amer. Rev., 36-37, citing Works of John Adams, I, 187; Mass. Hist. Soc., XLVI, 194-195); Nav Inst Proc, Nov., 1927, 1158; Mag. of Amer. Hist, II Pt II, 55

86. Journals of Congress, 3 Oct. 1775, III, 274; Beck, Let. Bk., Esek Hopkins, 5; Paullin, Nav. Amer. Rev., 33, 35, 80; Bancroft, Hist., U.S., VII, 114; Nav Inst Proc, Nov., 1927, 1158.

87. October 5, 1775 "Resolved, That a Committee of three be appointed to prepare a plan for intercepting two vessels, which are on their way to Canada, loaded with Arms and powder, * * *. Resolved, That a letter be sent by Express to Genl Washington, to inform him, that they [Congress] having rec^d certain intelligence of the sailing * * * he apply to the council of Massachusetts bay, for the two armed vessels * * * give commander or commanders such instructions as are necessary, as also proper encouragement to the Marines and seamen * * *" (Journals of Congress, III, 277-278; see also Austin, Life of Elbridge Gerry, I, 102-103); On January 24, 1813 John Adams at Quincy wrote John Langdon that Captain John Manley had applied to George Washington to cruise for the enemy ships. "Washington, either shrinking * * *." Committee was Langdon, Deane and Adams. "We met and at once agreed to report a resolution authorizing General Washington to fitt (sic) and arm one or more vessels for the purpose. A more animated opposition and debate arose upon this report but the resolution was carried by a small majority. Under the authority of this Resolution Washington fitted out Manley, who soon brought in several prizes, the most important of which was the Transport loaded with Soldiers, Arms, Ammunition, and that immortal Mortar, which was called the 'Congress' and finally drove the British Army out of Boston and their Fleet out of the Harbor. This splendid success inspired new courage into Congress. They appointed a new [naval] Committee * * * We met every night and in a short time had the Alfred, Columbus, Cabbots, Andrew Doria, Providence etc. at sea under Commodore Hopkins." (Letters to Langdon, 19-21;

87. Continued.
Note in Journal of Congress, III, 277 quoting above letter); On the third of October [1775] one of the delegates of Rhode Island laid before Congress their instructions to use their whole influence for building, equipping and employing an American fleet. It was the origin of our Navy. The proposal met great opposition; but John Adams engaged in it heartily, and pursued it unremittingly, though "for a long time against wind and tide." On the fifth, Washington was authorized to employ two armed vessels to intercept British storeships, bound for Quebec. (Bancroft, Hist. of the U.S., VIII, 114; see also Mass. Hist. Soc., XLVI, 194-195); On October 5, 1775 a Committee of three was appointed. John Adams wrote: "The secretary has omitted to insert the names of this committee on the journals, but as my memory has recorded them, they were Mr. Deane, Mr. Langdon, and myself." (Autobiography in Works of John Adams, III, 7); "After a lively debate the matter was referred to a committee consisting of John Adams, John Langdon, and Silas Deane." (Allen, Nav. Hist. Rev., I, 22); On October 5 sundry letters from London, conveying the information that two transports laden with stores and ammunition for the British Army had sailed for America, were laid before Congress, and that body on the same day appointed a committee to prepare a plan for intercepting the two vessels. Thus the "Naval Committee" came into existence. When enlarged to its full size it consisted of seven members, with John Adams the leading member. (Nav Inst Proc, Nov., 1927, 1158); Oct. 5, 1775: "Expresses sent to General Washington, Governor Cooke, and Governor Trumbull, to send our several vessels to intercept two transports with powder, etc. Encouragement given to the men, etc. The vessels to go on the service to be at the risk of the continent." (Diary of Samuel Ward, Delegate in Continental Congress from R.I., in Mag. Amer. Hist., II, Pt. II, 552); "The three colonies not responding, or their vessels being otherwise employed, Washington proceeded to carry out the order of Congress [Resolution of October 5] himself. Accordingly, another of Glover's officers, Captain John Selman, was appointed to the Franklin, and Captain Broughton was removed to the Lynch, or the name of his original vessel may have been so changed; to each was assigned a crew of about seventy men." (Greenwood, Captain John Manley, 7); Secret Journals of Congress, 5 Oct. 1775, I, 28, 29; Clarke, (1813), Naval Hist. U.S., 52; Clark, Naval Hist. U.S., I, 22; DAR Mag., Nov., 1924, publishes photo of this Resolution of October 5, 1775; see also Frothingham, Siege of Boston,

87. Continued.
260-262; Let. Bk. Esek Hopkins, 61; See Waite, Origin of the Amer. Navy, 3-4; Paullin, Nav. Amer. Rev., 35-37; The Military and Naval Mag. of U.S., II, No. 6, Feb., 1834, 360-361. For Birthday of the Army see DAR Mag., Nov., 1919; Nav. Inst. Proc., Feb., 1922, 171; Ganoe, Hist. Army, 20; Nav Inst Proc, June, 1923, 958; MC Gaz., 1930, 10; A & N Reg., 5 Nov. 1932; Zubly. This is a sudden motion; the motion was yesterday to apprehend Governor Tryon. We have not yet conquered the Army or Navy of Great Britain; a Navy, consisting of a cutter, rides triumphant in Virginia. (Debates in Congress, Oct. 6, 1775, Journals of Congress, III, 483); Chase. It is the maddest idea in the world to think of building an American fleet; its latitude is wonderful; we should mortgage the whole continent. (Debates in Congress, Oct. 7, 1775, Journals of Congress, III, 485); "John Adams was the leader in bringing about the organization of the Corps of Marines and wrote many letters about this branch of the Naval service. In truth he was the 'Father of the Marine Corps,' for many years later it was President John Adams who approved the Act of July 11, 1798, that made the Revolutionary Marines re-live in the New Marine Corps." (MC Gaz., Nov., 1930, 10)

88. Nav Inst Proc, June, 1923, 958; Washington Star, Nov. 4, 1923; DAR Mag., Nov., 1924, 684; MC Gaz., Nov., 1930, 10; A & N Reg., 5 Nov. 1932.

89. Journals of Congress.

90. Journals of Congress; "Friday, Oct. 13, 1775. * * * resolved that a swift sailing vessel, to carry ten carriage guns and a proportionable number of swivels, with eighty men, * * *" (Austin, Life of Gerry, 104-105); "The first effort at securing a Navy bears date of October 13, 1775, when Congress passed a law ordering" two vessels, etc. (Captain Caspar F. Goodrich, USN, Nav Inst Proc, March 1896); "Congress voted on the 13th to fit out two vessels" etc. (Allen, Nav. Hist. Rev., I, 22-23); Diary of Samuel Ward, Delegate Cont. Cong., from R.I., Mag. of Amer. Hist., II, Pt II, 553; A & N Reg., Nov. 5, 1932; Wm. Henry Smith's, Hist. of the U.S., 401; My attention is directed to the fitting out of privateers, which I hope will make them swarm here. Is it not time to encourage individuals to exert themselves this way? If the continent should fit out a heavy ship or two, and increase them as circumstances shall admit, the colonies

90. Continued.
large privateers, and individuals small ones, surely we may soon expect to see the coast clear of cutters. (Mr. Gerry to Mr. Adams, Oct. 9, 1775, Austin, Life of Gerry, 116-117); The debates in Congress contained much of interest. Jay on Oct. 20, 1775 in debate in Congress: "We have more to expect from the enterprize, activity and industry of private adventurers, than from the lukewarmness of assemblies * * * Public virtue is not so active as private love of gain." (Journals of Congress, III, 496); In debate in Congress, Oct. 30, 1775 Ross said "we can't get seamen to man four vessels. We could not get seamen to man our boats, our galleys. Wythe, Nelson and Lee for fitting out four ships." (Journals of Congress, III, 504). And while this talk was going on General Washington was manning his Continental naval warships.

91. It has been said, that the first regular legislation of Congress, in reference to a Marine, with a view to resist the aggressions of the British Parliament, dates from a resolution of that body, passed the 13th of October, 1775. (Cooper, Hist. of Navy of U.S.A., I, 84); Spears, Hist. of Our Navy, I, 30; "The first official step towards the formation of a National American Navy was taken on October 13, 1775, when the Continental Congress ordered" two swift vessels to be equipped. (Benjamin, Naval Academy, 17); A & N Reg., 5 Nov. 1932.

92. Journals of Congress, Oct. 27, 1775, III, 308; A & N Reg., 5 Nov. 1932.

93. "Resolved, That the second vessel ordered to be fitted out on the 13th Inst., do carry 14 guns, with a proportionable number of swivels and men. Resolved, That a Committee be appointed to carry into execution with all possible expedition the resolution of Congress of the 13th Inst., the one of ten and the other of 14 guns. Resolved, That two other armed vessels be fitted out with all expedition, the one to carry not exceeding 20 Guns, and the other not exceeding 36 Guns, with a proportionate number of swivels, and men, * * *" The committee was increased to seven members. (Journals of Congress, III, 311-312); "October 30, 1775 is an important date in naval legislation. Congress resolved to arm the second of the vessels already provided for with fourteen guns and also authorized two additional vessels" for "the protection and defence of the United Colonies. By this vote Congress was fully committed to the policy of maintaining a

93. Continued.
naval armament. On the same day a Committee of seven was formed." (Allen, Nav. Hist. Rev., I, 23; Journals of Continental Congress, October 6, 7, 13, 17, 30, 1775)

94. Paullin, Nav. Amer. Rev., 39; Wm. Henry Smith's, Hist. U.S., 401.

95. Then on December 23, 1775 "the Committee appointed to fit out armed vessels, laid before Congress a list of the officers by them appointed, agreeable to the resolutions of Congress, viz. * * * " and Congress resolved "that commissions be granted to the above officers agreeable to their rank in the above appointment." (Journals of Congress, III, 443-444); Thus [on Dec. 22, 1775] is the beginning of a list of officers for the Continental Navy which, in the course of the war and including Marine officers and those commissioned in France, contained nearly three hundred and thirty names. There were in addition medical officers, pursers, midshipmen, and warrant officers of whom no lists have been preserved. The largest number of petty officers, seamen, and Marines in the navy at any one time may have been about three thousand. (Allen, Nav. Hist. Amer. Rev., I, 29); See also Clark, Naval Hist. of U.S., II, 33-34; Gordon, Hist. of Amer. Rev., II, 155-156; Field, Esek Hopkins, 80; Bancroft, Hist. U.S., IX, 134-135.

96. Journals of Congress, Nov 2, 1775, III, 316; Let. Bk. Esek Hopkins, 7; Allen, Nav. Hist. Rev., I, 28; "The title of Commander-in-Chief was never again conferred upon a naval officer." (Beck, Let. Bk. Esek Hopkins, 35); See also Mrs. Reginald DeKoven's, John Paul Jones, I, 164-165; A & N Reg., 5 Nov. 1932.

97. Field, Esek Hopkins, 77-79 cited by Paullin, Nav. Amer. Rev., 52.

98. Let. of Stephen Hopkins to Esek Hopkins, 6 Nov. 1775 quoted in Let. Bk. Esek Hopkins, Beck, 9.

99. "On November 28, 1775" a "Commission as Captain of Marines was made out to Samuel Nicholas, of Pennsylvania, and signed by John Hancock, President of the Continental Congress. It was the first commission issued to anyone in the Continental Naval Service * * * This commission is still in existence and is in the possession of Mr. C. F. Mitchell, of Glen Ridge, N.J., a descendant of

99. Continued.
Major Nicholas." (MC Gaz., Dec., 1925, 194); "as far as is known today, Capt. Samuel Nicholas received the first Naval Commission signed. It is dated November 28, 1775, and is in existence today." (A & N Reg., 5 Nov. 1932, 378); Leatherneck, May 2, 1925, 1; See also v I chs IV, V.

100. See MC Hist v I chs IV, V.

101. MC Arch.

102. MC Arch; MC Gaz., Dec., 1925, 130; A & N Reg., 5 Nov. 1932.

103. "Samuel Nicholas received a commission as Captain of Marines signed by John Hancock on November 28, 1775. It is the oldest Federal Naval Commission in existence today. Others may have been issued but the original commissions are not known to exist today." (MC Gaz., Nov., 1930, 10); A & N Reg., 5 Nov. 1932.

104. "Genl Hopkins has arrived very well; his accepting the command of the Fleet gives universal satisfaction." (Samuel Ward and Stephen Hopkins at Phila. to Gov. Cooke, 2 Dec. 1775 in Simon Gratz Autograph Coll., Case I, Box 12, Hist. Soc. Penna, copy in Navy Arch. A-7); "General [Esek] Hopkins, this morning, desired us to acquaint you that 'tis yet a matter of doubt whether he engages in the service here or not.' If he does not engage in this service, he will set out for home as soon as his son and young Mr. Jenskes are well of the smallpox. They were inoculated," November 29, 1775. (Nathaniel Mumford, Thomas Greene, Gideon Mumford at Phila. to Gov. Nicholas Cooke, 2 Dec. 1775, in Beck, Let. Bk. of Hopkins').

105. See Note 104.

106. Taylor, Life of Jones, 22, 33; Hamilton's, Jones, 27, 29; Journals of Congress, I, 255; Clark, Naval Hist. of U.S., II, 30; "December 7, John Paul Jones 'was appointed Senior Lieut. of the Navy'." (Allen, Nav. Hist. Rev., I, 29 citing Jones Mss., Oct. 10, 1776 and Sand's, Life of Jones, 33); "On December 7, 1775, a commission was given to John Paul Jones." (Paullin, Nav. Amer. Rev., 54 citing Sand's, John Paul Jones, 32); "Among the first lieutenants appointed was John Paul Jones." (Lossing, Story of U.S. Navy, 15); Jones' "commission dates 7th of December 1775." (Thomas Wyatt, Wyatt's Commanders, 189)

107. I have never heard that the commission is in existence today.

108. On November 5, 1775, John Adams, in Phila., wrote James Warren whether he thought "two or three battalions of Marines could be easily enlisted in our Province," (Warren-Adams Letters, I, 174,181-182; Mss. Letters, John Adams, Coll. Mass. Hist. Soc., No. 72, I, 182). of Massachusetts, and on the 14th of the same month Warren replied that "at least three battalions might be raised in this Colony." (id.); On the same date John Adams wrote to Elbridge Gerry that he was "to inquire what number of seamen may be found in our Province, who would probably inlist in the service, either as Marines, or on board of armed vessels, in the pay of the Continent or in the pay of the Province, or on board of privateers, fitted out by private adventurers." (Works of John Adams, IX, 363; Austin, Life of Gerry, I, 97-98); Paullin, Nav. Amer. Rev., 51; "The Naval Committee will be in want of seamen and Marines." (Correspondence of Silas Deane, in Coll. Conn. Hist. Soc., II, 332)

109. See Note 108.

110. MC Arch; It was President John Adams who, on July 11, 1798, approved the bill that created the Marine Corps as it exists today.

111. Commemoration of the Birthday of the Corps started in 1921 upon the following recommendation being approved: "1. In view of the fact that November 10th is the Birthday of the Marine Corps, the Corps being 146 years of age, I desire to place before you the important desirability of having the day declared a Marine Corps holiday and celebrated throughout the Marine Corps. The amount of celebrating that would take place could be limited to each Commanding Officer issuing a General Order to be read to his command, if it is felt that we have too many days of relaxation. It is the one day on which every Marine should have impressed upon him that he is an important integral part of an ancient and honorable organization. 2. I would further suggest that a dinner be held in Washington to commemorate this important date, at which prominent members of the Marine Corps, Navy, and Army and descendants of Revolutionary and other Marines be present. * * * I am sure the celebration of this event in this manner would be given wide publicity and create an interest in the Marine Corps among certain classes

111. Continued.
that would prove of agreeable assistance. 3. In view of the foregoing I recommend that a General Order be issued on this subject." (Major Edwin N. McClellan the Officer-in-Charge of Historical Section to Major General John Archer Lejeune, 21 October 1921, File 1850, MC Arch); Accordingly, Marine Corps Orders No. 47 (Ser. 1921), November 1, 1921 was issued, and later carried into MC Manual as 1-55; The story of "The Birth Day of the Marine Corps' was published in DAR Mag., Nov., 1924, with photos of Jesse Root's letter of May 25, 1775, Res. of Cong., Oct. 5, 1775, and Res. of Nov. 10, 1775; Washington Star, 4 Nov. 1923; Washington Herald, 13 March 1925; Philadelphia Inquirer, 11, 25 Oct. 1925; Washington Post, 8 Nov. 1925; Philadelphia Record, 11 Nov. 1925; "The Marines are clannish. They are all for one and one for all. They keep alive, as no other military organization does, the memory of those who have passed over. These Marines have a beautiful thought which they seldom express in public. It is that their Corps is a living thing that never dies; that it has a Soul - the Spirit of their Departed - a cloud of witnesses who to their Country and their Corps have been Ever Faithful." (DAR Mag., March, 1925, 155); Leatherneck, Nov. 12, 1921, Nov. 11, 1922, Nov. 14, 1923; Nov. 8, 1924, 2, 6, 16; May 2, 1925; Nov. 10, 1925; Dec., 1929 and subsequent numbers; See Leatherneck, Jan. 10, 1925, p.2 for interesting article of Marines' Birthday by Admiral Hugh Rodman; MC Gaz., Nov., 1930, 9-10; President Calvin Coolidge on the 150th Birthday of the Corps wrote as follows to the Major General Commandant: "I regret exceedingly that, due to other engagements, I shall be unable to attend the ceremonies at Philadelphia, on November 10th, in celebration of the one hundred and fiftieth anniversary of the organization of the Marine Corps. Throughout the history of our country the Marine Corps has performed its duty faithfully and conscientiously. It has always lived up to its motto Semper Fidelis and I can give it no higher praise. Will you please extend to the members of the Corps my heartiest congratulations on its achievements in the past, and my best wishes for its success in the future? (MC Arch; Extracts from the foregoing letter are published in The Leatherneck of Nov. 10, 1925)

112. As early as May, 1775 and the future may disclose an even earlier date.

113. Journals of Congress; In the "Corrected Journals" the word "Secret" is written on this resolution of Nov. 10,

113. Continued.
1775. (See Note 117); For comparison of beginning of Army, Navy and Marine Corps see earlier part of chapter and prior notes; Greenwood, Captain John Manley, xix-xxiii; Rear Admiral George M. Belknap in a paper called "The Old Navy" which he read on Jan. 5, 1897, said that this Resolution was "the first step in the creation of the Navy." (Naval Actions and Hist., 1799-1898, 19 - Papers of the Mil. Hist. Soc. of Mass., XII); Rear Admiral Colby M. Chester in MC Gaz., Dec., 1918, 290, wrote that "Anyone who is at all familiar with 'the way we have in the Navy' can picture to himself the performance of this gallant Corps of Marine troops, the first regular military organization the country ever possessed, the two battalion which composed the Corps having been organized by a Resolution of the Colonial Congress in the year 1775, soon after General Washington had been authorized by this same authority to assume command of the State militia, which formed the Army of the rebelling colonies;" Cooper, in Hist. of the Navy of the U.S., I, 295, wrote that "aware of the importance of such a body of men, on the tenth of November, 1775, or before any regular cruiser had yet got to sea, Congress passed a Resolution establishing a Marine Corps;" Rear Admiral W. V. Pratt in Nav. Inst. Proc., July, 1924, 126, wrote that "The Marine Corps is the oldest service;" "It was not until November 10th of that year (1775) that Congress resolved to create a Corps of Continental or Regular Marines." (Rear Admiral Hugh Rodman in The Leatherneck, Jan. 10, 1925, 2); "The United States Marine Corps came into existence before the organization of the regular Navy." (Washington City Sunday Gazette, Oct. 3, 1886 that published Res. of Nov. 10, 1775); "The Marines are a proud service, incidentally older in organization than either the Army or Navy. When the Navy consisted of privateers and 'Washington's Cruisers' and the Army consisted of individual State troops, the Marine Corps was under Federal organization." (Washington Herald, March 13, 1925); The Marine Corps "is the right arm of the State Department" and "Presidential Troops." (Admiral Hugh Rodman in The Leatherneck, Jan. 10, 1925, 2); Marines are "Presidential Troops." (DAR Mag., March 25, 1925, 158); "In 1775, the Founding Fathers provided that the National Defence should include Marines, they said, named as the First and Second Battalions of American Marines," etc. (MC Gaz., Dec., 1925, 175); "One hundred and eleven years ago this month, before a single vessel of the U.S. Navy was sent to sea and before the organization of the regular Navy, Congress

113. Continued.
passed the following resolution:" (Daily Evening Bulletin of San Francisco, Nov. 23, 1886); "On the 10th of November, before a single vessel of the Navy was sent to sea, the Corps was organized by the following resolution: * * *" (Burrows, Hist. of MC, in Senate Doc., No. 719, 60th Cong., 2d Sess., ordered to be printed Feb. 15, 1909 "November 10 the Marine Corps was established." (Allen, Nav. Hist. Rev., I, 24); DeKoven, John Paul Jones, I, 164-165; "The U.S. Marine Corps was first called into existence by an act of the Continental Congress of November 10, 1775, and gallantly served with distinction throughout the Revolutionary War." (Capt. Harrison S. Kerrick, C.A.C., U.S.Army, Mil. & Nav. America, 313, pub in 1916); "On the 10th Congress ordered the organization of a Marine Corps." (DeKoven, John Paul Jones, 164-165); Maclay, Hist., Navy, 37; "Let there be Marines!" (MC Gaz. Nov., 1930, 10, 95); DAR Mag., Nov., 1924, 682, and on p. 685 appears an illustration of the original resolution. DAR Mag., March, 1925, 155; Nav Inst Proc, June, 1923, 958; MC Gaz., Dec., 1925, 129, 175; Leatherneck, Nov. 1917, 8, April 11, 1925; Works of John Adams, III, 10; Maclay, Hist. of Navy, I, 37; Pearson (Printer), Information in Regard USMC, (1875), 4; Clark, Nav. Hist. U.S., II, VI; A & N Reg., 5 Nov. 1932; For the Strength of two battalions of Marines authorized November 10, 1775 - Continental Congress on November 4, 1775 resolved that each regiment of the New Army "consist of 728 men, officers included; that it be divided into eight companies, each company to consist of one captain, two lieutenants, one ensign, 4 sergeants, 4 corporals, two drums or fifes and 76 privates." (Journals of Congress, III, 322); Parliament provided for 4,354 British Marines in 1775 (Naval Chronology by Isaac Schomberg, I, 420)

114. Journals of Congress; Although Marines were included in the 80 men provided by Res. of Oct. 13, 1775. See Note 90.

115. Every law directing the acquisitioning and manning of a naval vessel actually authorized a Marine Guard for it; MC Arch.

116. See Notes 113, 117; MC Arch.

117. That these two Battalions of American Marines were probably raised for an "expeditionary" mission is shown by the Journals of Congress for November 10, 1775. The

117. Continued.
Secret Journal of Congress for that date shows that Congress: Resolved "that two persons be sent at the expense of these colonies, to Nova Scotia, to inquire into the state of that colony; the disposition of the inhabitants towards the American cause; and the condition of the fortifications, docks, yards, the quantity of artillery and warlike stores, and the number of soldiers, sailors, and ships of war there; and transmit the earliest intelligence to General Washington. Resolved, That General Washington be directed, in case he should judge it practicable and expedient, to send into that colony a sufficient force to take away the cannon and warlike stores, and to destroy the docks, yards and magazines, and to take or destroy any ships of war and transports there belonging to the enemy." (Secret Journal of Congress, I, 34-35; Journal of Congress, III, 348); The Secret Journal does not contain the Resolution creating two Battalions of American Marines; Journal of Congress, III, 348 contains the note that "against the paragraphs in the 'Corrected Journals' is written the word 'Secret'." In other words the entire three paragraphs was held as secret by Continental Congress.

118. Nicolas, Historical Rec. of Royal Marine Forces, I, 18; Field, Britain's Sea Soldiers, I, 88; DAR Mag., Nov., 1924, 686; See also MC Hist v I ch II.

119. N.Y. Gaz. & Weekly Mercury, Oct. 2, 16, 1775.

120. The first Marine officer of the Penna. Navy was Captain William Brown, appointed some date prior to January 18, 1776. (Pa. Arch., 2d Ser., I, 475, V, 37, 106); See also Pa. Arch., 2d Ser., I, 239 et seq; Maclay, Hist. Amer. Priv., 75-76; DAR Mag., Nov. 1924, 686; Scharff and Wescott, Hist. Phila., I, 299-300; Works of John Adams, II, 429; See Note 31.

121. Thomas Clark wrote a one-volume Naval Hist. in 1813 and a revised two-volume history in 1814.

122. Clark, Hist. Navy, II, 29; "At no period of the naval history of the world is it probable that Marines were more important than during the War of the Revolution," wrote James Fenimore Cooper, and "the history of the Navy, even at that early day, as well as in these latter times, abounds with instances of the gallantry and self-devotion of this body of soldiers." (Cooper, Hist. Navy, U.S.,

122. Continued.
I, 295; this quotation also appears in A & N Chron., Nov. 21, 1839, 323; see also Nav. Inst. Proc., June, 1923, 957; DAR Mag., Jan., 1922, and July, 1923)

123. See in this connection Cooper, Hist. U.S. Navy, I, 293.

124. Statement prepared in the Fourth Auditor's Office of the Treasury Department dated May 28, 1829 and communicated to the House of Representatives on May 25, 1830 states in part: "The first Marine Corps was established by the Continental Congress in 1775. * * * That this was then considered a part of the naval armament, is proven by the manner in which it is introduced. * * *" On December 20, 1874, at the Boston Navy Yard, Captain S.B. Luce, USN, wrote that "the United States Marine Corps has well sustained the high reputation for steadfast courage and loyalty which has been handed down to it from the days of Themistocles. But like their modern proto-types of Great Britain, they have felt the want of proper appreciation. In the Resolution of Congress of November 10, 1775, to raise two battalions to be called 'First and Second Battalions of American Marines,' it was enjoined that 'no person be enlisted into said battalions but such as are good seamen, or so acquainted with maritime affairs as to be able to serve with advantage by sea;' clearly showing that our legislators of that day, at least, had little conception of the nature of a properly organized Marine Corps." (Aldrich, Hist. USMC, 30); Even Paullin, the Prince of naval researchers, went also wrong on this. He wrote: "Such a requirement" of Congress in providing that Marines be "able to serve to advantage by sea when required" seems "to overlook the fact that the duties of Marines are military in character rather than naval." (Paullin, Nav. Amer. Rev., 43); However, it would appear that Continental Congress had an excellent idea as to "Sea Soldiers," for it directed these Marines to be those soldiers of Washington's Army who were "so acquainted with maritime affairs as to be able to serve with advantage at sea."

125. Commandant of Marine Corps to Sec. Navy 17 April 1816 (MC Arch); MC Gaz., March, 1922, 68.

126. Marines were authorized for the frigates in 1794 and were not gathered into a Corps until 1798. See MC Hist v I chs IX, X.

127. Journals of Congress, Nov. 10, 30, 1775; Ford, Writings of Washington, III, 225, 274, cited in Paullin, Nav. Amer. Rev., 43; Phila. Inquirer, Oct. 25, 1925; Nav Inst Proc, June, 1923, 959.

128. Ford, Writings of Washington, III, 225-228; Sparks, Writings of Washington, III, 163-164; Nav Inst Proc, June, 1923, 959.

129. MC Arch.

130. Ford, Writings of Washington, III, 241-243; Sparks, Writings of Washington, III, 175; Nav Inst Proc, June, 1923, 959.

131. Journals of Congress, Nov. 30, 1775, III, 393; Ford, Writings of Washington, III, 226; See Coll. Conn. Hist. Soc., II, 332; Clark, Nav. Hist. U.S., (1813), 55; Clark, Nav. Hist. U.S., (1814), II, 29; Warren-Adams Letters, I, 191, Letters of Members of the Continental Congress, Burnett, I, 270-271; Nav Inst Proc, June, 1923, 959.

132. Ford, Writings of Washington, III, 274-275; Nav Inst Proc, June, 1923, 959.

133. Letter, George Washington to Congress, December 18, 1775, pub in "Official Letters to the Honourable American Congress of General Washington. Printed for Cadell Junior and Davies, etc., 1795," 65; Sparks, Writings of Washington, III, 206.

134. Ford, Writings of Washington, I, 152, 435; Sparks, Writings of Washington, III, 260; Nav Inst Proc, June, 1923, 959.

135. See Note 131.

136. Nav. Inst. Proc., June, 1923, 959.

137. In a letter dated Glen Ridge, N.J., Nov. 17, 1925 to New York Herald-Tribune Charles T. Mitchell states he has this original commission in his possession and that Nicholas' commission as Major "has been lost." (N.Y. Herald-Tribune); Leatherneck, Nov. 1927, 8, MC Gaz., Dec., 1925, 130; See also Note 99.

138. Journal of Congress.

139. Penna. Mag. of Hist. and Biog., XII, 351.

140. Not located up to date.

141. MC Arch; Nav Inst Proc, June, 1923, 959.

142. MC Arch; Nav Inst Proc, June, 1923, 959.

143. Papers of Cont. Cong., Library of Cong., 17, 78, 301; Nav. Inst. Proc., June, 1923, 959; DAR Mag., June, 1921, 306; See also Note 99; MC Hist v I chs IV, V.

144. Nav Inst Proc, June, 1923, 960; The battalion of Marines, commanded by Major Samuel Nicholas, at the Battle of Princeton, was not one of these battalions. It was a provisional battalion raised for the emergency from Marine Guards being organized for the frigates. (See MC Hist v I ch V.); See also Note 125.

145. Journal of Congress.

146. "The first and only Commander-in-Chief of the American Navy was at the time of his appointment 57 years of age." (Paullin, Nav. Amer. Rev., 53); See also Note 96.

147. MC Gaz., Dec., 1925, 194; See Notes 60, 99; Photo. of commissions of Nicholas and Craig in DAR Mag., June, 1921, 308; MC Gaz., Sept., 1921, 286-287; MC Arch.

148. Works of John Adams, III, 11; Samuel McCoy, This Man Adams, 236; Force, Amer. Arch., 4th Ser., V, 1111; Paullin, Nav. Amer. Rev., 48; Allen, Nav. Hist. Rev., I, 24; Nav Inst Proc, Nov., 1927, 1158.

149. Journals of Congress, III, 378-388; Allen, Nav. Hist. Rev. II apend.

150. Journal of Congress; Spears, Hist. Navy I, 34; Nav Inst Proc, Nov., 1927, 1158.

151. "If some day must be chosen as the birthday of the Continental Navy, much is to be said for November 28." (Paullin in Nav. Inst. Proc., Nov., 1927, 1158)

152. Journals of Congress, III, 395-396.

153. Journals of Congress, III, 395-396; Clark, Nav. Hist. of U.S., II, 30.

154. See Note 104.

155. See MC Hist v I chs IV, V; It is not known what this "Continental Flag" was.

156. Journals of Congress, Dec. 5, 1775.

157. Journals of Congress, III, Dec. 9, 1775, 417.

158. Journals of Congress, III, 420, 425-426, 428; Allen, Nav. Hist. Rev., I, 25, appen. 5; Clark, Silas Deane, 36-37; Coll. Conn. Hist. Soc., II, 339; NY Hist Soc, XIX, 1886, 94-95.

159. Journals of Congress,

160. Journals of Congress, Dec. 13, 22, 1775, III, 443-444; Paullin, Nav. Amer. Rev., 50-51; Allen, Nav. Hist. Rev., I, 29.

161. Allen, Nav. Hist. Rev., I, 29; George Bancroft, Hist. U.S., IX, 134-135; Nav Inst Proc, Nov., 1927, 1158; DeKoven, Jones, I, 164-165.

162. Spears, Hist. Navy, I, 1, 41.

163. MC Arch.

INDEX FOR CHAPTER III
Volume I.

THE BIRTHDAY OF THE AMERICAN MARINES

Material and Sources
of
Chapter VIII, Volume I
(Series Two)
(Replacing Old Chapter III)

History of the United States Marine Corps

By

Lieutenant-Colonel Edwin North McClellan, U. S. Marines
Historian of the Marines

(Only two hundred copies made)

First Edition
May 3, 1934

FORENOTE

This compilation is not the final manuscript of this Chapter but represents only material and sources upon which it will be based. Since the information expressed in this History required original research, which has not been completed, it was decided to publish it first in mimeographed form. Considerable additional information will have been collected by the time it is desirable to write the final manuscript for printing. It is purposely made voluminous in order to make public, details of early Marine Corps History that obviously will not be included in a printed work because of lack of space. The plan provides for approximately twenty large volumes divided into appropriate chapters.

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond a practical scope and size. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

Only two hundred copies of this chapter have been made. If for any reason those to whom it is sent do not desire to retain it please inform the Historical Section, U.S. Marine Corps, Washington, D.C. and arrangements will be made for its return.

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(McClellan, Hist., U.S.M.C., 1st ed., 2d Ser., I, Ch. VIII, p--)

CHAPTER VIII, VOLUME ONE

THE BIRTHDAY OF THE AMERICAN MARINES

The date when the first American Marine appeared in the American Revolution probably will never be known. He may have been a Continental, of a Colony Navy, of the Privateers, or one of those numerous American patriots who suddenly appeared among the revolting civilians.[1] For the present we will content ourselves with the early date of May 3, 1775 when the first Marines were engaged to serve on Lake Champlain. That was exactly one week before the Second Continental Congress convened at Philadelphia, over six months before the historic Resolution of November 10, 1775, and one year two months and one day before the Declaration of Independence. If any birthday of the American Marines is celebrated, May 3 should be the date.

Difficulty will be met with in any attempt to decide whether the land or naval forces (including Sea Soldiers) of the Colonies first resisted the enemy in this war. The date decided upon, as the beginning of this type of naval endeavor, will be that of the Marines who always have been an integral part of the naval service.

While April 19, 1775, the date of the Battles of Lexington and Concord, has been arbitrarily set as the

beginning of the American Revolution,[2] it was not the first revolt, either on land or sea. They were but supplemental to earlier operations. The rising of the American Colonists occurred ashore and afloat on the coastal waters of America during more than a decade prior to Lexington.[3]

The Royal Marines were prominent and very efficient afloat and ashore in the Colonies at this time. The soldiers that the American Colonies knew best were the red-coated Royal Marines. On April 19, 1775 it was Major John Pitcairn,[4] of the Royal Marines of Great Britain, who snapped out the disobeyed order "Disperse ye Rebels!" at Lexington when the "shot heard round the world," was fired.[5] British Marines were killed at Lexington and Concord.[6] News of British Marines had appeared in the American newspapers regularly.[7] George Washington early referred to them.[8] They confronted the early American Marines in the Lake Champlain Area.[9] And Naval Americans, including Maritime Soldiers, were busy afloat, while the aroused citizens were fighting on land at Lexington and Concord.[10] It was only natural that American Marines shoul be among those first to fight.

The first public service afloat, under Revolutionary authority, probably was the voyage of the schooner Quero (Captain John Derby), of Salem, despatched to England by the Massachusetts Provincial Congress with the news of the Battle of Lexington. She sailed April 29, 1775, and arriv[1] at London exactly one month later.[11]

There were many risings against the enemy afloat duri[1] this early period,[12] and much of the personnel was typicall Marine. Only a few of such naval incidents have been disclosed by research, and the dates of most of them are uncertain.[12]

Except possibly for those on Lake Champlain the earli vessels of war, as also the earliest Marines, belonged to the Colonial Navies. Before there were any Continental warships except those on Champlain, Marines were serving on warships of the Colonies.[13] The First American Marines to serve ashore probably were those of a Colony.[14]

From Connecticut, New York and Massachusetts, went th first Americans called "Marines" into an offensive operati of the war. Even before hostilities occurred at Lexington the Americans knew that the British planned to move down from Canada and secure control of the ancient and historic route over Lakes Champlain and George, which George Washing ton called "a Key to all these Colonies."[15] If successful,

such a plan would separate New England from the other colonies.[16]

To frustrate this proposed operation, as well as to secure cannon for the American Army besieging Boston, a group of Connecticut patriots, led by Silas Deane,[17] started the nucleus of an expedition towards Lake Champlain. Included in the expedition were Americans prepared to serve as seamen and Marines on board such vessels known to be afloat on Lake Champlain. Another force went from Massachusetts.[18] Benedict Arnold, of Connecticut, was its leader and while he arrived promptly, he had few, if any, men with him at first.

On or about May 9, 1775 a group of Americans (from Massachusetts, Green Mountains and Connecticut) commanded by Captains Jonathan Brown,[19] Eleazer Oswald[20] and Samuel Herric took a small schooner at Skenesborough (Whitehall) at the southern end of Lake Champlain in New York Province.[22] She was armed, renamed <u>Liberty</u>[23] and sailed to Ticonderoga.[23]

Ticonderoga was captured on May 10, 1775[24] the very day that Continental Congress assembled at Philadelphia.[25] It was taken in the name of "The Great Jehovah and Continental Congress."[26] Crown Point was occupied the next day.[24] Among those who participated in this historic incident was Privat

Uriah Cross, a Marine whose name appears on the pay roll[27] of the sloop Enterprize referred to later. Cross wrote that he met "Ethan Allen with whom he had been formerly acquainted in Connecticut, just to start out on his expedition against Ticonderoga and Crown Point." Cross joined the "expedition as a volunteer under Colonel Arnold and was present at the taking of Ticonderoga, Crown Point and St. John's" at which latter place "they took a sloop."[28]

The schooner Liberty was armed and in her Benedict Arnold proceeded with fifty men, May 14, 1775, to St. John's on the Richelieu, which he took on May 18th. Arnold here captured the seventy-ton sloop Enterprize, two brass six-pounders, destroyed five batteaux and carried away four others. Arnold then sailed to Crown Point.[29]

Arnold assigned Captain John Prout Sloan[30] to command the sloop Enterprize and Captain Isaac Matthews the schooner Liberty.[31] Marine officers were also detailed but their names are unknown today.[32]

The names of the Marines serving on the schooner Liberty (Isaac Matthews)[33] in May, 1775, have not been uncovered as yet. That this first vessel of our Navy did carry a Marine Guard at this time is evidenced by existing proof that Marines under a Lieutenant of Marines were attached to her shortly later.[34]

An old "Pay Role of the Sloop Interprise"[27] (Enterprize) commanded by Captain John Prout Sloan, in the Massachusetts Archives, gives us the names of the first American Marine Officer and Enlisted Men, the date being May 3, 1775. Lieutenant James Watson, the first American Marine Officer, entered the sloop May 3, 1775. Sergeant Josiah Sanburn and Privates Ichabod Hawley and Ichabod Parker enlisted May 3, 1775. The other fourteen Marines enlisted a few days later.[2] This is the first document in which appears the word "Marine." Peter Force's American Archives[35] calls these men "Marines" as does Massachusetts Soldiers and Sailors.[36]

This roll shows that the Enterprize was manned by thirteen sailors including the officers and eighteen Marine including their officer. The commanding officer of the sloop received £ 6 per month; his two officers £ 4; the Marine Lieutenant £ 2, s 10; the Marine Sergeants £ 2, s 8; the Marines £ 2; and the sailors £ 2, s 10.[27] The Colony of Massachusetts paid the amount of the Pay Roll,[27] which was sworn to at New Haven on July 24, 1776.

Since the Enterprize did not become an American vessel until May 18, 1775 the dates shown by this roll for these Marines entering her can be explained as the dates they were enlisted preparatory to serving afloat as Marines. These

Marines are the earliest American Marines, known of today, to appear in the American Revolution, and thus the date May 3, 1775 becomes an historic one.[37]

Although the sloop Enterprize is classified as part of the Massachusetts State Navy it became a Continental ship as of May 3, 1775, by virtue of a resolution of Continental Congress to pay the personnel from that date.[38] The schooner Liberty also at first was a Colony ship but later assumed a Continental status.

Information was received at Hartford, Connecticut on May 13, 1775 "representing the garrison at Ticonderoga in feeble state both as to men & provisions requesting men & money," wrote Jesse Root to Silas Deane, on May 25, 1775. "At the same time the Govr rec^{d} a letter from [Colonel Eth Allen of like import."[39]

"We rallied, sent Col. Charles Webb & Col. Joshua Porter & Mr. Barn: Deane, with £ 500 money escorted with Eight Marines from this Town well Spirited & equipped, wit directions to proceed to Albany to procure from thence wha assistance they could & then to proceed to Ticonderoga wit all possible expedition & to do everything to secure & preserve the acquisition."[39] This is the second time that the word "Marines" appears in original manuscripts.

Why Jesse Root designated these eight men as "Marines" is difficult to explain when it is recalled that the first Naval Resolve of Connecticut was made on July 1, 1775.[40] "Root was no dub," explained one of the most reliable of Connecticut authorities. "Mariners was too long a word and didn't precisely fit the kind of duty" they "were to join Allen in doing. The ticklish job called for Marines." So these eight Marines joined their fellows already serving on the Lakes.

These Eight Marines left Hartford on May 17, 1775 and arrived at Albany in the evening of the 19th. They set out for Ticonderoga on the 20th.[42] It may well be that those "Eight Marines"[43] were the "eight gentlemen having arrived from Hartford, who are seamen" mentioned in Arnold's letter of May 26, who, in another letter, stated that, "Colonel Webb, Mr. Dean, Captain Bull and sundry gentlemen and seamen from Hartford" had arrived.[44]

All these Marines saw service ashore or on the American armed vessels operating to continue control of Lake Champlain in the spring, summer and autumn of 1775.[45] By resolution of Continental Congress they all became Continental forces from May 3, 1775.[38] The exclamation of Ethan Allen at Ticonderoga - "In the name of the Great Jehovah and Continental

Congress!"[46] adds to the Continental status of these operations. The unity of Connecticut, Massachusetts and New York in their demand that Continental Congress assume responsibility adds emphasis.

What flag was flown over these vessels on Lake Champlain in May of 1775 is not known but it was not long befo they sailed under the Grand Union Flag.[47]

These aggressive operations were inconsistent with th Continental policy of that month,[48] which was designed to placate the Mother Country as well as Canada.[49]

Continental Congress at Philadelphia learned, on May 1775, of the American successes on Lake Champlain and immediately took action. It resolved that "there is indubitable evidence that a design is formed by the British Ministry of making a cruel invasion from the Province of Quebec upon these Colonies" and earnestly recommended to New York to establish a "strong point" on the Lake and that an "exact inventory be taken" of the cannon and store taken "in order that they may be safely returned when the Restoration of the former harmony between Great Britain and the Colonies, so ardently wished for by the latter, shall render it prudent and consistent with the ever ruling law of self-preservation."[50] Nine days later Congress approved

a letter to be sent to Canada explaining the taking of the fort and military stores at Ticonderoga and Crown Point "and the armed vessels on the Lake."[51] On May 25, 1775 Congress resolved that "it be left to the Provincial Congre of New York to determine the number of men sufficient to occupy" the posts "at or near Lake George."[52] On May 31, 1775 Congress requested the New York Provincial Congress "to take effectual care that a sufficient number of batteau be immediately provided for the Lakes."[53] On June 23, 1775 Congress resolved to pay the American Soldiers, Sailors and Marines garrisoning Ticonderoga and Crown Point "and keeping possession of the Lakes," the same as "officers and privates in the American Army" to "commence the third of May," 1775.[38] Congress on this date requested Connecticut t send a strong reinforcement to Ticonderoga and Crown Point and to appoint a commanding officer.[38]

In this manner did Congress make these military-naval forces on Lake Champlain their own, as of May 3, 1775. On June 25, 1775 General Washington while in New York enroute to take command of the American Army at Cambridge, ordered Major General Philip Schuyler to command the New York Department.[54] Two days later Congress ordered Major General Schuyler to inspect the troops at Ticonderoga and to examin

into the state of the Sloop and other navigation on the Lakes. He was also directed to give the orders necessary to secure "command of those waters adjacent to Crown Point and Ticonderoga."[55] This placed the Lake Champlain Navy and Marines under General George Washington and the Commander-in-Chief took special interest in the Fleet of the United Colonies on Lake Champlain.[56] He gave advice and orders concerning this naval force on many small details.[57]

In the meantime, Marine Officers had been appointed for the war vessels on Lake Champlain. General Schuyler, on July 23, 1775, was officially informed that the schooner Liberty was "well manned with both sailors and Marines".[58] August 2, 1775 is another initial date for the American Marines, for on that date we find written in the Log of the schooner Liberty (on a cruise that began July 30), by her commanding officer Captain James Stewart, these words: "Went on shore with the boat with the Lieutenant of Marines to make discoveries," and on the following day: "Proceeded to the northwest end to the Frenchman's house, with the Lieutenant of Marines and Sergeant, to make discoveries." The Liberty was on a cruise that started July 30, 1775 so there was a second Continental Marine Officer at least as early as that date. His name is unknown at present.[59] He is the seco

Continental Marine Officer known on the present date, antedating Captain Samuel Nicholas by at least four months. However, no commissions have, as yet, been found for these early Marine officers of Lake Champlain. We will now leave Lake Champlain and proceed to the Atlantic Ocean.

On the second Monday in June, the 12th, 1775, the Rhode Island Assembly authorized the Committee of Safety to "charter two suitable vessels for the use of the Colony," the "larger one to be manned with eighty men, exclusive of officers, and be equipped with ten guns (four-pounders), fourteen swivel guns, a sufficient number of small-arms," while the smaller vessel to be manned with thirty men. They were to "receive the same bounty and pay as the Land Forces, excepting that the First and Second Lieutenants and Master receive the same pay as the First Lieutenant of the Land Forces and the Under or Petty Officers the same as Sergeants of the Army." Express authority was delegated that in case it shall appear "that the Officers and Men of the said vessels can be more serviceable on shore than at sea, to order them on shore to defend the seaports in this Colony."[60] Such personnel was as near being Marines as could be created without calling them Marines. Certainly, some of them were detailed as Marines on board the two vessels. This Colony

Naval force was almost identical in nature to the Continental personnel later provided by the Resolution of November 10, 1775 and of the Marine Corps created on July 11, 1798.

Abraham Whipple was appointed commanding officer of the larger vessel, a sloop, "with the rank and power of Commodore of both vessels", and Christopher Whipple captain of the smaller vessel.[60] These vessels received the names o' sloop Katy and Washington. The former, later in the year, was taken into the Continental Navy under the name of the Providence.[61]

Massachusetts started naval thought early. In May of 1775 Massachusetts Bay Congress was informed there was "wanted in this Government some armed vessels to ward off the distressing piratical blows" of the British Navy.[62] A Committee was appointed on June 7 to consider acquiring "small armed vessels,"[63] but three days later the Provincial Congress resolved to postpone "consideration of the report relative to the establishment of armed vessels."[64] On June 12th a Committee recommended not less than six vessels; but on June 20 "the matter was ordered to subside."[65]

On June 12, 1775 about forty Americans armed with guns swords, axes and pitchforks, in the sloop Unity (Jeremiah

O'Brien), and about twenty similarly armed, in a small schooner (Benjamin Foster), captured the armed British tender Margaretta at Machias, Maine.[12] On June 26, 1775 Massachusetts rewarded these Americans with the "thanks of this Congress."[12] The Unity, renamed the Machias Liberty under Captain O'Brien, later was taken into the Massachusetts Navy.[12] She thus became the second ship of that State Navy, the sloop Enterprize on Lake Champlain being the first.

Georgia commissioned a schooner as early as June of 1775.[66] The first Marine, of the Connecticut Navy, whose name is known today is Private William Thomas who enlisted August 15, 1775.[67] He served on the Connecticut brig Minerva (acquired on August 3, 1775) manned by "forty Seamen, and forty Marines, or soldiers" raised "by voluntar inlistments."[67] Pennsylvania started naval preparation on July 6, 1775.[68] Pennsylvania's[69] first ship was launched about July 19, 1775.[70] The first Marine, so far known to have enlisted in the Pennsylvania Navy, was Private Charles White, who "entered" the Franklin, commanded by Captain Nicholas Biddle, on September 22, 1775.[71]

In July, 1775 the South Carolina[72] Council of Safety sent forty men in two large and well-armed barges to assist

the Georgians in taking an English supply ship which was expected at Savannah.[73]

Connecticut[74] and Massachusetts[75] commissioned war vessels in August, 1775; and Virginia[76] in December of that year. The other states including New Hampshire,[77] New York,[79] Maryland,[80] North Carolina,[72] South Carolina,[66] Georgia,[81] New Jersey,[82] and Delaware, also maintained naval vessels.

All the states commissioned privateers. Marines thus represented all of the states on board State naval vessels and privateers.

Since some Marines have served as Regular Army troops in every major war except that with Spain,[83] and on several other occasions,[84] they share in the Birthday of the Regular Army[85] which is probably June 14 the date in 1775 on which Congress directed that six companies of expert riflemen be raised for the Continental Army.[86] January 1, 1776 has been urged as the "Birthday of the Continental Army"[87] but that date would appear to be too remote from the actual foundation of the Army to serve as a natal day.

The Army, Navy and Marines take precedence over the Coast Guard by virtue of their services during the American Revolution. There was no Revenue Marine during the Revolution or under the Articles of Confederation.[88]

Probably, the Birthday of the Regular Navy (including Marines) never will be agreed upon. If May 3, 9, 18, or June 23, the dates of the Lake Champlain Navy, are discarded then four dates, among others, present themselves: June 15, September 2, October 5, and October 13, all in 1775. If one of these dates is selected it also will be the natal day of the Marines.[89]

On June 15, 1775, Congress created the Office of Commander-in-Chief of the Army of the United Colonies and of the Forces Raised and to be Raised by them.[90] These words accurately could be construed to include "naval forces."[91] General Washington accepted the appointment to this office the following day,[92] and fell heir to the small squadron on Lake Champlain. Within a few months he raised a Continental naval force (including Marines), on the ocean.[93] George Washington directed the first Continental Naval Department and might well be hailed as the "Father of the American Navy and Marines."[93]

General Washington for quite a period seemed to be the Commander-in-Chief of both the military and part of the naval forces (including Marines) of the United Colonies.[9] This was somewhat similar to the first status of our armed forces under the Constitution in 1789 when the Department of

War administered the affairs of both the Army and the Navy (including Marines).[94] Washington was the supreme commander of the Fleet of the United Colonies in 1775 and 1776 on Lak Champlain in which American Marines served.

However, if June 15 is not acceptable as a Navy (and Marines) Birthday, the date of September 2, 1775[95] may be considered. That was the day General (might we say "Admira Washington ordered Captain Nicholson Broughton of his Army, to take an Army detachment to serve as Officers, Bluejacket and Marines "on board the schooner Hannah, at Beverly, late fitted out and equipped with arms, ammunition, and provisio at Continental expense."[97] The Hannah sailed on September 5th.[98] The remarkable thing about this personnel is that since soldiers serving at sea are Marines, this first Continental ship may be said to have been manned entirely by Marines.

The first armed vessels that sailed on the ocean under Continental pay and control were those of the fleet fitted out by Washington in New England waters in the early Autumn of 1775.[99] Washington called these vessels into the Continental Naval Service prior to any express instructions from Congress.[100]

Washington gradually gathered together a fleet. The vessels flew the Pine Tree Flag,[101] and were manned by crews including Marines, taken from his Army.[101]

On October 13, 1775, General Washington wrote his brothe that he had "fitted out" and was "fitting out several privateers, with soldiers who have been bred to the sea."[102] On on board, however, they belonged to the Naval service, then administered by General Washington. Among these vessels we the Hannah, Hancock, Lee, Lynch, Warren, Franklin, Harrison and Lady Washington.[103]

The experience of George Washington in marining the vessels of this fleet was similar to that of the Fathers of the British Navy.[104] Soldiers were not Marines unless train and accustomed to the ways of the sea and Washington's soldiers ordered aboard ship as Marines were no exceptions to this important rule. We find some of them "refusing, since they had enlisted only for the Army, to do duty as Marines."[105] They did not fit into the "naval idea." Good soldiers as they were it took more than that to make them Marines.[106]

The armed vessels on Lake Champlain, the war vessels and privateers of some of the Colony Navies and Washington's Fleet antedated the beginning of the formal Continental or Regular Navy.[107]

One of the earliest suggestions that a Continental Navy be created was made by Josiah Quincy on July 11, 1775 when he urged that a number of vessels of war be fitted out to intercept enemy supplies.[108] We ought "to have raised a naval power" a month ago, wrote John Adams to Samuel Warren on July 24, 1775.[109] On the same date he wrote to his wife that he pitied Congress for their numerous responsibilities including "a naval power to begin, an extensive commerce to regulate."[110] Benjamin Franklin wrote Silas Deane: "I lament with you the want of a naval force."[111] On August 26, 1775, the Rhode Island Legislature in writing instructed her two representatives in Congress to propose the establishment of a Navy "at the Continental expense."[112] The question of forming a Navy was first brought to the formal attention of Congress on October 3, 1775, when the Rhode Island members presented their instructions.[113]

October 5, 1775[114] is another Navy and Marine Corps Birthday possibility for on that date Congress directed Washington to secure two vessels on "Continental risque and pay" and to give orders for the "proper encouragement to the Marines and seamen" serving on them.[114] This was the first time Congress is known to have used the word "Marines"[1] A Committee[116] to prepare a plan for intercepting two enemy

vessels, consisting of John Adams, John Langdon and Silas Deane, was appointed by Congress on this date.[114] Both Rhode Island[117] and Connecticut[118] were unable to supply vessels and Washington sent the Lynch and Franklin.[119]

Finally on October 13, 1775 Congress directed that two vessels for the Regular Navy be acquired and fitted out,[120] the first to have a crew of eighty men, including Marines, while the strength of the second's crew was not stated.[120] A Naval Committee, formed of Silas Deane, John Langdon and Christopher Gadsden, was appointed on this date to look after naval matters.[120]

If earlier dates be unsatisfactory, October 13 should be accepted as the Birthday[121] of the Navy and Marines for Congress, in the resolution of this date, authorized both ships and enlisted personnel for the Navy, including Marines. "With the passing of this resolution the American Navy was founded," wrote one authority.[122]

The celebration of October 27, the birthday of Theodore Roosevelt, as Navy Day frequently has been confused with the Birthday of the Navy, but Congress passed no legislation for the Navy on that date.[123]

Congress, on October 30,[124] ordered two more vessels to be fitted out, and the Naval Committee increased to seven

members of which John Adams was one.[124] This Committee was called The Committee for Fitting Out Armed Vessels, occasionally the Marine Committee, but more frequently the Naval Committee.[125]

All this was the beginning of the Continental or Regular Navy and Corps of Marines as far as materiel is concerned. However, these resolutions of Congress did not provide, properly speaking, for an American Navy. Many preliminary details had to be arranged before Congress could be said to have established a Navy as a branch of the National Defense.[126]

Congress, on November 2, 1775, authorized the Committee Fitting Out Four Armed Vessels to "agree with such Officers and seamen, as are proper to man and command the said vessels."[127] It is known that the Naval Committee appointed, selected or agreed with Esek Hopkins[128] as Commander-in-Chief of the Fleet,[128] on November 5, 1775,[129] with Samuel Nicholas,[13] as the Captain of Marines for the Alfred, and Isaac Craig[131] as Lieutenant of Marines for the Andrea Doria, about the same time. However, Congress confirmed the "agreement" or nomination of Captain Nicholas with a signed commission long before it confirmed that of Esek Hopkins. Nicholas' commission is dated November 28, 1775,[132] and as far as is known

today it is the oldest Continental Naval Commission in existence.[133] However, the Marine officers on the schooner Liberty and sloop Enterprize on Lake Champlain as well as the Marine officer of the Hannah and some other vessels of Washington's Fleet, whose commissions have not been located, antedate the above-mentioned commissions.

Ships of war, Naval officers, seamen and Marines having been authorized by Congress, it remained for them to be actually appointed or enlisted. The date that the first Marines and seamen were enlisted is at present unknown.

By every resolution of Congress, concerning the manning of vessels for the Continental Navy, Congress had authorized Marines. The eighty men authorized by the Resolution of October 13,[120] included Marines, for no warship of that period was without them. And similarly with regard to the men authorized by the Resolution of October 30.[124]

John Adams, a member of the Naval Committee brought up the subject of an organization, or Corps, of American Marines, on an early date. From Philadelphia, on November 5 1775, he wrote James Warren, in Massachusetts, asking him "what is become of the whalemen, codfishers and other seamen belonging to our Province, and what number of them you

imagine might be inlisted into the service of the Continent, or of the Province, or of Private Adventurers in case a taste for Privateering and a maritime warfare should prevail" and whether he thought "two or three battalions of Marines could be easily inlisted" in that province. Warren replied that many were "earnestly wishing to be employed in the privateering business" and he was certain that "at least three battalions might be raised" there, as the "taste for it runs high."[134] John Adams also had correspondence on the same subject with Elbridge Gerry, stating that "the Naval Committee will be in want of seamen and Marines."[134] John Adams seemed to lead in a movement to bring about an organization of Marines,[134] and has been referred to as the Father of the Marine Corps.[135]

Then came November Tenth[136] the date that has been celebrated every year by American Marines as their Birthday. Notwithstanding the fact that an earlier date[137] could be selected the Marines decided upon November 10 as their Birthday because that was the day in 1775 Congress authorized an organization, or Corps, of them.[138] It is the date that the first Regular or Continental Marines were expressly authorized as such by Congress,[139] although "Marines" were

mentioned by Congress prior to this date,[114] and there had been American Marines since May 3, 1775.[27] On November 10, 1775 Continental Congress resolved:[138]

> That two Battalions of Marines be raised consisting of one Colonel two lieutenant Colonels, two Majors & officers as usual in other regiments, that they consist of an equal number of privates with other battalions; that particular care be taken that no persons be appointed to office or inlisted into said Battalions, but such as are good seamen, or so acquainted with maritime affairs as to be able to serve to advantage by sea, when required. That they be inlisted and commissioned to serve for and during the present war between Great Britain and the Colonies unless dismissed by order of Congress; That they be distinguished by the names of the First & Second Battalions of American Marines, and that they be considered as part of the number, which the Continental Army before Boston is ordered to consist of.[138]

Since Marines were already provided for the warships of the Regular Navy, the above resolution was not only designed to bring Marines into being,[140] but to create an organization or Corps of them, for expeditionary purposes.

Journals of Congress for November 10, 1775, indicates that the initial mission of First and Second Battalions of Marines possibly might have been to proceed to Nova Scotia "to take away the cannon and warlike stores, and to destroy the docks, yards, and magazines, and to take or destroy any

ships of war and transports there belonging to the enemy." The two resolutions referring to this project and the resolution raising the two battalions of Marines, all of the same date, are marked secret in the Corrected Journals.[138]

Congress committed the above mission to General Washington, as he had the only American Navy, in existence, under his command. However, the Nova Scotia task was never attempted.[141]

In creating this Corps of Continental Marines Congress indicated that it had not forgotten the efficiency and fighting qualities of those earliest of American Marines enlisted in 1740-1742 to serve under the British Flag and who wore the camlet coats, brown linen waistcoats and canvas trousers.[142] The use of American and British Marines for American expeditionary force missions to Nova Scotia was not a new one. The American Colonial Marine Soldiers had served in many over-seas expeditions, north and south, with the British Marines, on board the warships of the Provinces and on the Colonial American privateers.[142] The Royal British Marines were Expeditionary Marines and the notices appearing in the American newspapers of their activities at Lexington, Concord, Boston, Bunker Hill, St. John's on

the Sorel (Richelieu), Quebec, and other places, impressed Congress.[143] The presence of the efficient Pennsylvania Provincial Marines before the eyes of Congress at Philadelph also had a persuading effect.[144]

"It was not long before this patriotic body," Continent Congress, wrote one of our first naval historians,[145] "discovered the great utility, in a large extent of sea-coast, of a Corps of Soldiers trained to serve both on Land and at Sea."[146] The Navy then, as now, had to have, as part of it a body of Sea-Soldiers for necessary operations ashore as well as for important duty afloat. The absolute necessity of establishing and maintaining a body of men who should combine a knowledge of the general duties of the sailor and of the disciplined soldier, met with the ready recognition and approval of the Fathers of the Country.[147]

The expressed legislative authority in the November 10 Resolution for a Corps of Marines left no doubt as to their character. They were to be soldiers selected from the Army of Washington who were "good seamen or so acquainted with maritime affairs as to be able to serve with advantage by sea <u>when required</u>." In short, it was a Regiment of Sea Soldiers, serving under Naval authority, to be used for

expeditionary purposes and when required as Marino Detachments aboard ships of war.[148] They were to be soldiers, for bluejackets could not be expected to perform the duties required of Marines. The Navy never attempted to impair the soldier-status of the Marines by using them as bluejackets, except in emergencies, for the Navy understood that such service would lower their standard as soldiers. So throughc the Revolution the Marines were allowed to develop, under their own officers, into the special type of soldier that the Navy needed. Seldom were they hampered by an infringement of their jurisdiction by naval officers. While the Marines normally were under naval command the Navy admitted that the Marine Officers knew their business and should be allowed to conduct it in their own way. [The American Marine always have been as distinct a type of fighting-man either afloat or ashore as the sailor or soldier. They are an American creation. They have no exact duplicate in any other country because they are a product of American environment and necessities.]

This is the only instance that Congress divided the Cor of Marines into organizations.[149] The action of Continental Congress in 1775 was similar to the workings of Congress, 1790-1798, under the Constitution. First, Congress authoriz

ships, officers, seamen and Marines, and finally created an organization of Marines.[150]

No more convincing proof that land soldiers are unfitted to serve as Marines, without special selection Naval indoctrination and training, is afforded than that given by George Washington in his letters to Congress.

It was with dismay that Washington received orders to supply the personnel for this Corps of Marines.[151] He informed Congress on November 19, 1775,[152] that to supply the Marines would "break through the whole system," in his Army which had "cost us so much time, anxiety, and pains, to bring into any tolerable form." This was because the Marines "must be acquainted with maritime affairs," wrote Washington and because he would have to pick the Marines "out of the whole Army, one from this Corps, one from another." He recommended that the Marines be raised "in New York and Philadelphia."[152]

That Washington had learned much about Sea-Soldiers from his experiences with marining his vessels around Boston was quite apparent. He could not send an intact regiment of his Army to the Marines - he must carefully select men and even after that, intelligent training would be necessary.

before a regiment of Marines would be available. What a remarkable fact - Washington's entire Army would have to be disrupted to obtain two Battalions of Marines![153]

Washington wrote Congress, on November 28, 1775, that an "insuperable obstruction"[154] to the "formation of the two battalions of Marines on the plan resolved on by Congress," consisted in the impossibility of getting the men of his Army to enlist for the "continuance of the war."[154] However, Washington informed Congress that he would complete his Army as he planned and later form the two Battalions of Marines.[155]

Continental Congress on November 30, 1775, resolved that General Washington "be directed to suspend the raising two battalions of Marines out of his present Army," and that "the two battalions of Marines be raised independent of the Army already ordered for the service in Massachusetts Bay."[155] On December 5, 1775 the Connecticut Delegates in Congress at Philadelphia wrote Governor Trumbull that "the Naval Committee will be in want of seamen and Marines."[156]

John Hancock, President of Continental Congress, on December 8, 1775, wrote George Washington that Congress had "relieved" his "difficulties with respect to the two battalions of Marines, having ordered that the raising them out of the Army be suspended."[155] President Hancock wrote further

that it was the "desire of Congress that such a body of forc may be raised, but their meaning is that it be in addition to the Army voted," and that Congress expected General Washington to "think of proper persons to command that Corp and give orders for inlisting them wherever they may be found."[155]

Not having received the letter of the 8th, General Washington wrote the President of Congress, on December 14t "I am at a loss to know whether I am to raise the two battalions of Marines here or not. As the delay can be attend with but little inconvenience, I will wait a further explan tion from Congress before I take any further steps thereon.[157]

General Washington wrote Congress four days later, on December 18th: "You have removed all the difficulties whicl I labored under about the two battalions of Marines. I sha obey the orders of Congress in looking out for proper offic to command that Corps."[158]

On January 24, 1776, Washington again wrote the Preside of Congress that "Congress will think me a little remiss, I fear, when I inform them, that I have done nothing yet towards raising the battalion of Marines;"[159] but Washington hoped "to stand exculpated from blame"[159] for he already had "twenty-six incomplete regiments"[159] at the time and "thought

it would be adding to an expense, already great, in officer to set two entire Corps of officers on foot, when perhaps we should not add ten men a week by it to our present numbe In this opinion the general officers have concurred, which induced me to suspend the matter a little longer."[159]

Washington's views prevailed for Congress adhered to its decision that the Marines be raised from a source other than his Army.[155]

All this time, however, the Continental Marines had been in existence and with the Navy's aid were working out their salvation. The unwillingness or inability of George Washington to give up sufficient personnel for organizing the two battalions had no retarding effect upon the appointment of officers or the enlisting of Marines.[160] The Marine were enlisted[161] and placed on the first Continental ship acquired whether it was the Liberty, Enterprize, Hannah, Franklin, Hornet, Wasp, Alfred, Cabot, Columbus, Andrea Dorea or Providence.[162]

Philadelphians in December, 1775, "observed on one of the drums belonging to the Marines" - whose recruiters were raising two battalions -- "there was painted a Rattlesnake with this modest motto under it 'Don't Tread on Me!'" One of them wrote that, knowing it was "the custom to have some

device on the Arms of every Country," he supposed this desig was "intended for the Arms of North America."[163]

The first Continental Marine, after those of the Lake Champlain and Washington Fleets, whose name is known today is "Joseph Ravencroft, Marine, November 19, 1775 to 6 August 1776" on the Cabot.[164] Private John Nick served on the Alfred December 6, 1775 to August 7, 1776 when he transferre to the Columbus.[164] There are eight Marines carried on the muster roll of Captain Isaac Craig's Company[165] of the Andrea Doria who enlisted December 9, 1775.[165] The first muster rolls[166] of the Marine detachments of the Alfred, Cabot,[167] Columbus[168] and sloop Providence,[169] if ever found, will show Regular Marines were enlisted at an early date.

The "First and Second Battalions of American Marines," were never actually organized and named as such. The Colone the two Lieutenant-Colonels, one of the Majors, and the Staff Officers, authorized on November 10, 1775, were not appointed.[170] When the emergency or demand arose for the use of Marines, provisional units, from a squad to a battalion, were organized as has been the custom in the Marine Corps from that time on.[171] When a vessel of the Navy went into Commission a Marine Guard was formed and marched on board. When the object for which the provisional unit was organized

had been accomplished, or a vessel no longer required a Marine Guard, the unit was disbanded and the Officers and Men used for other purposes.

NOTES

CHAPTER VIII, VOLUME ONE

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1. Only two weeks exist between April 19 and May 3, 1775 in which to find Marines earlier than those on Pay Roll of Enterprize; see Note 27.

2. Cooper, Hist. Navy, I, 65; Jour. Cong., II, 28-44; Pa. Gaz., Phila., May 17, 1775; Powell, Bristol Privateers and Ships of War, 246.

3. See MC Hist., v I, ch. VII.

4. Century Dict. and Cyc., IX, 810; Frothingham, Siege Boston, 62, 195; Art. by Col. Thomas N. Wood, USMC, A & N Reg., 25 Aug. 1906; id., 5 Nov. 1932; Colburn's United Service and Nav. Mil. Jour., DXLVII, June 1784, 208-209; Field, Britain's Sea Soldiers, I, 150, 152, 163, 166; Let. British officer at Boston to London, 20 April 1775, in Willard, Let. Amer. Rev., 136, 137; Irving, Life Wash., I, 439; Pa. Gaz., Phila., Oct. 4, 18, 1775; Warren, Amer. Rev., I, 184-185.

5. Field, Britain's Sea Soldiers, I, 150; Globe and Laurel, Oct., 1931, 237; Nicholas, Hist. Rec. Royal Marine Forces, I, 79; Gillespie, Hist. Review Royal Marine Corps, 188-189; Irving, Life Wash., I, 392; Bancroft, Hist. U.S., VII, 389, 393; Moore, Diary Rev., 64; Wash. Star, March 1, 1931, Nov. 18, 1932; Barry, Hist. Mass., 505-510; Everett, First Battles Rev., 36-37; Phinney, Hist. Battle at Lexington, 20; Shattuck, Hist. Concord, Mass., 100-103; Murdock, The Nineteenth of April, 1775, 27-43; Carrington, Battles Amer. Rev., 11; Schomberg, Nav. Chron., I, 422; Lamb, Jour. Occurr. During Late Amer. War, 27; Mumby, George III and Amer. Rev., 394-399; Lendrum, Hist. Amer. Rev., I, 307; Grant, British Battles, I, 231-232, II, 138; Frothingham, Siege Boston, 58-60; Fiske, Amer. Rev., 121-122; Lodge, Hist. Eng. Col. Amer., Rev., 492-493; Paine, Ships and Sailors of Old Salem, 134, citing Salem Gaz.; Lossing, Field Book Rev., I, 524; USMC Gaz., Sept., 1927, 169-174, Nov., 1930, 9; Inf. Jour., Jan., 1926, 1; A & N Reg., Nov. 5, 1932; Pa. Gaz. , Phila., June 7, 1775; DAR Mag., Nov., 1924, 682.

6. Rivington's N.Y. Gazetteer, May 18, 1775; Paine, Ships and Sailors of Old Salem, 133-136; A & N Jour., Aug. 11, 1900, 1187.

7. Rivington's N.Y. Gazetteer, May 11, 1775; N.Y. Gaz. and Weekly Mercury, Sept. 25, Oct. 2, 16, 1775.

8. Washington to Pres. Congress, July 21, 1775, Sparks, Wash. Writ., III, 36; Orders Adjt. Gen. Horatio Gates to Sergeant Varnum, Aug. 8, 1775, Amer. Arch., 4th, III, 71-72.

9. See MC Hist., v I, ch. XIII.

10. "The United States Army, Navy and Marine Corps did not exist on" April 19, 1775. "Men performing the duties of Soldiers, Bluejackets and Marines appeared in the dawn of our revolt against Great Britain, almost simultaneously" (USMC Gaz., Nov., 1930, 9); "Naval Americans, including Sea-Soldiers, were busy afloat while the aroused citizens were fighting on land at Lexington" (A & N Reg., Nov. 5, 1932, 1); History, yet to be written, will give more on this subject than is available today; A law passed by the Provincial Congress of Massachusetts on Nov. 10, 1775 "is the first actual avowal of offensive hostility against the Mother Country (Austin, Life of Gerry, Appendix A, 94), George Washington sent a copy of this law to President of Congress on Nov. 11, 1775 (Sparks, Wash. Writ., III, 154).

11. Sparks, Wash. Writ., III, 35; Essex Gaz., April 18-25, 1775; Washington to Congress, July 20, 1775, and id. to Schuyler, July 28, 1775, Sparks, Wash. Writ., III, 35, 42-43; Allen, Nav. Hist. Rev., I, 4.

12. For capture of British armed schooner Volante, tender to frigate Scarborough (DAR Mag., Nov., 1924; Maclay, Hist. Amer. Priv., 64; Allen, Mass. Priv. Rev., 18-19, citing Banks, Hist. Martha's Vineyard, I, 404, 405); Capture of British vessel Margaretta at Machias, Me., by a sloop (Jeremiah O'Brien) and schooner (Benjamin Foster) (See MC Hist., v I, ch. XV); British "armed schooner Diana, Lieutenant Thomas Graves, had to be abandoned and burnt by her crew in face of the colonists on May 28, 1775, near Boston (Clowes, Royal Navy, IV, 3; See also Frothingham, Siege Boston, 109-110); For trouble between the British warship Asia at New York and the Colonists See Kingsford, Hist. Canada, V, 350; Rufus Rockwell Wilson's "New York, Old & New", I, 218-219; W.D. Cooper, Hist. North Amer. [1814]; Morgan Lewis's letter to Samuel B. Webb at N.Y., Sept. 4, 1775, Rem of Gen Samuel B. Webb, 153-154; Remembrancer, Pt. I,

12. Continued.
40-42; Group of Americans captured whaleboat of British sloop of war Falcon (Clark, Nav. Hist. U.S., I, 16-17, citing Penna. Packet, 301, Gordon, Amer. Rev., I, 386 and Maclay, Hist. Amer. Priv., 60-61; Paullin, Navy Amer. Rev., 339; Bancroft, Amer. Rev., 65-66; Frothingham, Siege Boston, 110-111); Attack of East Florida by an American Rebel privateer in August, 1775 (Fla. Hist. Soc. Quarterly, July, 1930, quoting a letter of Gov. Tonyn to Lord Germain dated April 2, 1777 and citing P.R.C.: C.O. 5/557, pp. 263-264. Stevens and Brown L.C. Trans; See also Siebert, Loyalists in E. Fla., 1774 to 1785); The action of Continental Congress in authorizing Marines has "been justified from the first combat in the Revolution with the British Naval forces on the coast of Maine" (Pearson, Printer, Information Regarding USMC, 1875, 3); For further information regarding these civilian uprisings see Allen, Nav. Hist. Amer. Rev., I, 1-18; Cooper, Hist. Navy U.S., I, 70-74; Rear Ad. French E. Chadwick, Amer. Navy, 12-15; Fisher, Struggle Amer. Ind., I, 315; Nav. Inst. Proc., Nov., 1927, 1159.

13. Nav. Inst. Proc., June 1923, 957; USMC Gaz., Nov. 1930, 9; A & N Reg., 5 Nov. 1932; "During the Revolution, State Marines appeared as early as May, 1775" (Rear Admiral Hugh Rodman in Leatherneck, 10 Jan. 1925, 2); See MC Hist, later this chap. and subsequent chapters.

14. See Note 18, 27, 28, 32, 34, 39, 41, 43, 58, 59.

15. Wash. to Gates, July 19, 1776, Amer. Arch., 5th, I,449; Sparks, Wash. Writ., IV, 11.

16. Allen, Nav. Hist. Rev., I, 161 citing Let. Samuel Adams, Nov. 16, 1775, Mass. Hist. Soc., Proc., XII, April, 1872, 227; See also MC Hist., v I, ch XIII.

17. Middlebrook, Mar. Conn., I, 244; Coll. N.Y. Hist. Soc. 1886, Dean's Biog., pp ix-x; Clark, Silas Deane, 28-29; Amer. Arch., II, 839-842.

18. See MC Hist., v I, ch XIII.

19. See MC Hist., v I, ch XIII.

20. See MC Hist., v I, ch XIII.

21. See MC Hist., v I, ch XIII.

22. Conn. Gen. Ass. May Session, 1775 shows Andrew Philip Skene of Skenesborough, New York Prov. was taken on May 9, 1775 (Coll. Conn. Hist. Soc., I, 173); "I think she (Liberty) was seized on the 9th of May, the same day that Allen's force gathered across the way from Ticonderoga. The Liberty was built by Philip Skene for trading purposes on Lake Champlain. Just what he called her before she was captured I have not learned." (S.H.P. Pell, Director Fort Ticonderoga Museum, to Major E. N. McClellan, Feb. 8, 1934, USMC Arch.).

23. Arnold to Mass. Com. Safety, May 14, 1775, Amer. Arch., 4th, II, 584-585.

24. Nav. Inst. Proc., June, 1923, 957; DAR Mag., Nov., 1934, 682; A & N Reg., Nov. 5, 1932; Fisher, Struggle Amer. Ind., I, 318 citing Amer. Arch., 4th, I, 450, 485; Ticonderoga was captured by Arnold and Allen on May 10, 1775 (id., 319); "I have sent forward five hundred pounds of powder under a proper guard" to Ticonderoga (James Easton at Pittsfield, Mass., May 30, 1775, Amer. Arch., II, 849).

25. Secret Jour. Cong., I, 9; Irving, Life Wash., I, 408; Fisher, Struggle Amer. Ind., I, 322; Nav. Inst. Proc., Feb., 1927, 1158; A & N Reg., Nov. 5, 1932; Silas Deane wrote Mrs. Elizabeth Deane from Philadelphia on May 12, 1775 of leaving New York - "we passed the Ferry (after 3 huzzas from the shore) just above the man of war; music playing on board and armed boats on each side" (Coll. N.Y. Hist. Soc., Deane Pap., I, 46).

26. Ethan Allen, Allen's Captivity Being a Narrative of Col. Ethan Allen.

27. An old "Pay Role of the Sloop Interprise" (Enterprize), commanded by Captain John Prout Sloan, in Massachusetts Archives, gives us the name of the first American Marine Officer and Enlisted Men, the date being May 3, 1775. The Roll shows Lieutenant James Watson as the first American Marine Officer. He entered the sloop May 3, 1775 and was discharged July 1, 1775. His Marine Guard consisted of two Sergeants and fifteen privates whose names are as follows: Sergeant Josiah Sanburn, May 3, 1775 - July 1, 1775; Sergeant Ephraim Betts, May 7, 1775 - July 1, 1775; Marines Ichabod

27. Continued.
Hawley, May 3, 1775 - June 21, 1775; Ichabod Parker, May 3, 1775 - July 1, 1775; Uriah Cross, May 6, 1775 - July 1, 1775; Abijah Beardsley, May 7, 1775 - July 1, 1775; David Crowfoot, May 7, 1775 - June 18, 1775; Amos Gilucia, May 7, 1775 - July 1, 1775; Samuel Allen, May 8, 1775 - July 1, 1775; James Brakenage, May 8, 1775 - July 1, 1775; William Draper, May 8, 1775 - July 1, 1775; Thomas Fitch, May 8, 1775 - July 1, 1775; Jonas Galusha, May 8, 1775 - July 1, 1775; John Hart, May 8, 1775 - June 25, 1775; John Lockrain, May 8, 1775 - June 25, 1775; Ephraim Martin, May 8, 1775 - June 15, 1775; and Abner Rowe, May 8, 1775 - July 1, 1775 (Sec. State, Commonwealth Mass., Arch. Div.; Amer. Arch., 4th, III, 355; Mass. S and S carries all these names as Marines); Pay Roll of Capt. Samuel Herrick's Co. of Col. B. Arnold's Reg. contains the names of several of these Marines (Mass. Misc., 1769-1778, L of C); A & N Reg., Dec. 16, 1933, 485; The Division of Archives of Massachusetts has a "Pay Role" (sic) of the sloop Enterprise from May 5 [3] to July 1, 1775. Besides the captain, mate, gunner, and sailors, there are listed one lieutenant of Marines, two sergeants, and fifteen Marines. A photostatic copy of this pay roll was sent recently to the Historian of the Marine Corps at Washington, D.C. (Letter Albert H. Hall, Mass. State Archivist to Liberty, Jan. 27, 1934).

28. Pension Case of Uriah Cross.

29. See MC Hist., v I, ch. XIII.

30. Arnold to Mass. Com. Safety, May 23, 1775, Amer. Arch., 4th, II, 693.

31. Arnold to Mass. Com. Safety, May 23, 1775, Amer. Arch., 4th, II, 693.

32. USMC Arch.

33. USMC Arch.

34. Major James Elmore to General Schuyler, July 23, 1775, Schuyler Lets., No. 609, XXIV, N.Y. Pub. Lib.; Amer. Arch., 4th, III, 49.

35. Amer. Arch., 4th, III, 355.

36. Mass. S and S of Rev., I, 185, 872; II, 9, 435; IV, 171, 191, 964; V, 738; VI, 342, 472; VII, 377, 564; IX, 909; X, 383; XI, 860; XIII, 622, 780; XVI, 710.

37. A & N Reg., Dec. 16, 1933.

38. Jour. Cong., June 23, 1775.

39. The complete letter, original of which is located in Connecticut Historical Society Archives and published in Coll. Conn. Hist. Soc., II, 237, follows:

On the 13th Inst. we rec^d letters from Romans representing the garrison at Ticonderoga in a feeble State both as to men & provisions requesting men & money. At the same time the Govr. rec^d a letter from Allen of like import. Whereupon we rallied, sent Col Charles Webb & Col Joshua Porter & Mr. Barn: Deane, with £ 500 money escorted with Eight Marines from this Town well Spirited & equiped, with directions to proceed to Albany to procure from thence what assistance they could & then to proceed to Ticonderoga with all possible expidition & to do everything to secure & preserve the acquisition.

About four days ago the officers & Soldiers from Ticonderoga & Crown Point were brought into this Town consisting of about Sixty persons, and are here kept at the publik Expence.

The Troops are continually marching for Boston, unanimity & firmness continues to reign here. You cannot conceive what universal joy defused itself through every Breast & Triumph in every countenance on publication of ye the glorious resolutions of the Continental Congress by Mr. Mott. May that unerring wisdom guides the rolling Speres through the unmeasurable Tracts of ether - that mighty power that sustains the Stupendeous frame of Nature, Inspire your venerable Body with all that Wisdom & firmness that is requisite to guide & direct the important concerns of the American Empire for its safety & preservation against all ye Craft & power of Tiranny the Pope & the Devil.

In haste as ye Post is waiting. With ye greatest esteem I am Sir, your Sincere friend & most obedient humble Servant.

Jesse Root

Hartford May 25th A D 1775

P.S. Inclosed is a copy of a letter from

39. Continued.

Col Porter & Webb since they went from here.
Of ye further acquisitions to ye northward
the Post will inform.
Silas Deane Esqr.

The "Romans" referred to in the letter is Bernard Romans. See also Amer. Arch., II, 585, 645; Coll. Conn Hist. Soc., I, 166; Nav. Inst. Proc., June, 1923, 957; USMC Gaz., Nov., 1930, 9; DAR Mag., Nov., 1924, 682, an illustration of original letter appearing on p. 683; A & N Reg., Nov. 5, 1932; "Col Webb, Col Porter, your brother Barny and other gentlemen, are gone to Ticonderoga, with cash" (Titus Hosmer at Middletown, Conn. to Silas Deane, May 22, 1775, Coll. Conn. Hist. Soc., II, 338); Continental Congress sitting at Philadelphia, also received appeals from these two garrisons (Crown Point and Ticonderoga) and resolved "that the Governor of Connecticut be requested to send a strong reinforcement to those garrisons" (Jour. Cong., May 31, 1775, II 73-74); "On ye 17th Day of May last Col Webb Cl Porter and Mr. Barnabas Deane were appointed by a Number of Gentlemen at Hartford to repair to this place with the following instructions viz * * * inquire after the stat of the Fortifications at Ticonderoga, & Crown Point * * We repaired, to this Place arrived here on ye 19th Day at Evening. * * * next day we set forward for the Forts & on the Rode [road] between Fort Edward & Lake Gorge, we meat [met] an Exprece from Col Arnold informing that there was a grate want of Powder & men at the Forts on which Col Porter returned back to Albany & both procured Two hundred & sixteen Pound of powder * * * Col Weeb and Mr. Dean proceeded forward to the Forts * * * Col Weeb is not yet returned from Crown point is expected in town this night * * *" (Joshua Porter and Barnabas Deane at Albany, 1 June, 1775 to Col. Dyer, Mr. Sherman and Mr. Deane, Coll. Conn. Hist. Soc., XXIII, 1930, 3-6); Barnabas Deane wrote his brother from Albany on June 1, 1775: "I returned here last evening from Crown Point, which place I left on Monday last. I went in company with Col. Webb. We found matters in a very critical situation there, arising from the difference between Col. Arnold & Col. Allen, which had risen to a great height * * * Col. Arnold was very busy in fixing the Sloop & Schooner in the best manner for guarding the Lake. He has mounted in the Sloop six 6-pounders & 14 swivels, and in the Schooner four 4-pounders & eight swivels, & is fixing swivels in two Perriaugers. He destroyed all the water craft at St. Johns that could not be brot off * * * Col

39. Continued.
Webb and myself had an arduous task to reconcile matters between the two commanders at Crownpoint * * *" (Coll. Conn. Hist. Soc., II, 246-247); The following probably refers to the money that the Eight Marines guarded to Ticonderoga: "Upon the Memorial of Samuel Holden Parsons, Esq., shewing to this Assembly that in April, 1775, the memoralist, together with Colo. Samuel Wyllys, Mr. Silas Dean, and others, did undertake the surprising and seizing the enemies post at Ticonderoga without the knowledge of the Assembly, and for that purpose did take a quantity of money from the treasury, for which they gave their promissory receipts, and that the whole of said moneys were expended in said service." prayed cancellation of receipts. Assembly resolved to cancel. One receipt dated April 28, 1775 for £ 200 signed by Thomas Mumford, Samuel H. Parsons, Silas Dean and Samuel Wyllys; another dated April 28, 1775 for £ 100 signed Thomas Mumford, Adam Babcock, Samuel H. Parsons and Silas Dean; Another receipt dated May 15, 1775 for £ 10 0 0. signed by Samuel Bishop, jr. Wm Williams and Samuel H. Parsons; and one dated May 17, 1775 for £ 500 signed by Joshua Porter, Thomas Mumford, Jesse Root, Esekiel Williams, Samuel Wyllys, and Charles Webb (May, 1777 Session, Conn. Ass., Rec. St. Conn., I, 292-293; Hoadly, Rec. St. Conn., I, 292-293).

40. Middlebrook, Mar. Conn., I, 15; "My guess is that the" Eight Marines "were selected because they had some sea experience and were not uniformed at all, but were wearing the shore clothes of a merchant seaman of the day." (S.H.P. Pell, Director Fort Ticonderoga Museum, to Major E. N. McClellan, Feb. 8, 1934, USMC Arch.)

41 "Ticonderoga was romance in itself, including the looting of Connecticut's Treasury to make it possible. Now Jesse Root's letter and your keen eye have given it still more importance, historically. Root was no dub. He and his eminent associates needed a precise word to define (John) Bigelow. There was none in America. So they made one - you know they had to make everything they needed in those days, as (Benedict) Arnold made the Lake Navy, after Root had made the Marine. 'Mariner' was too long a word and didn't precisely fit the kind of duty Bigelow and his crew were to join (Ethan) Allen in doing. The ticklish job called for Marines," and "your glorious Corps should erect a memorial to Root." (Charles W. Burpee to Major Edwin N. McClellan, Oct. 20, 1933, USMC Arch.)

42. Joshua Porter and Barnabas Deane at Albany, to Col. Dyer, Mr. Sherman and Mr. Deane, June 1, 1775, Coll. Conn. Hist. Soc., XXIII, 1930, 3-6.

43. Arnold to Mass. Com. Safety, May 26, 1775, Amer. Arch., 4th, II, 714; Pa. Mag. Hist. and Biog., VIII, 369.

44. Arnold's Reg. Memo. Bk., Pa. Mag. Hist. and Biog., VIII, 369.

45. See Coll. Conn. Hist. Soc., II, 246, Barnabas Deane to Silas Deane, showing Arnold had two vessels; See id., 170; Arnold's appointment dated May 3, 1775, authorized him to capture "the vessel" upon "the Lake" (T. Jones, Hist. N.Y. During Rev. War, I, 546-547); Hutchinson, Ill. Hist. Washington & His Times, 177-178, described the capture of a sloop of war at St. John's "and thus obtained the command of Lake Champlain, by the capture of the first vessel that ever belonged to the American Navy"; See Mrs. Martha J. Lamb, Hist. City N.Y., II, 29, for capture of this "only British vessel on Lake Champlain"; See also Kingsford, Hist. Canada, V, 415-416; Fisher, Struggle Amer. Ind., I, 315.

46. Ethan Allen, Allen's Captivity Being a Narrative of Col. Ethan Allen.

47. Illustration, Bulletin, Fort Ticonderoga Museum, Jan.,1929, 16-17.

48. See MC Hist., v I, ch. XIII; MC Hist., v I, ch. XIV for Washington's criticism of Captain Broughton; Jour. Cong.

49. Sparks, Wash. Writ., III, 36; Jour. Cong.

50. Jour. Cong., II, 55; Mass. Rev. Arch., Vol. 193, p. 207, Photo Navy Arch., Amer. Arch., 4th, II, 624; Smith, Struggle for 14th Colony, I, 166, 181; Sparks, Wash. Writ., III, 60.

51. Jour. Cong., II, 70.

52. Jour. Cong., II, 60.

53. Jour. Cong., May 31,1775 cited in Paullin, Nav. Amer. Rev., 71; Jour. Cong., May 31, 1775, II, 73-74; On May 25, 1775 the New York Congress Acting on the hint

53. Continued.
from Philadelphia invited Connecticut to send forces to the Lake (Smith, Struggle for 14th Colony, I, 182).

54. Sparks, Wash. Writ., III, 11-12.

55. Jour. Cong., II, 103, 109, 110; Amer. Arch., 4th, II, 1855.

56. See MC Hist. v I, ch. XIII.

57. See MC Hist. v I, ch. XIII.

58. Major James Elmore to General Schuyler, July 23, 1775, Schuyler Lets., No. 609, XXIV, N.Y. Pub. Lib.

59. Amer. Arch., 4th, III, 49.

60. Amer. Arch., 4th, II, 1158; Rec. Col., R.I., VII, 346-347; See also Smith, Civil and Mil. List of R.I., 1647-1800, p. 313; Paullin, Navy Amer. Rev., 463-464.

61. See MC Hist.,v I, ch. XVI.

62. Mass. Rev. Arch., Vol. 193, p. 277; Photo Navy Arch., A-7, 1775.

63. Paullin, Navy Amer. Rev., 318.

64. Mass. Rev. Arch., Vol. 146, p. 182; Photo Navy Arch.

65. Paullin, Navy Amer. Rev., 319.

66. Allen, Nav. Hist. Amer. Rev., I, 41; "Georgia's Navy was small and unimportant, consisting mostly of galleys. A schooner, however, was commissioned as early as June, 1775" (Paullin, Navy Amer. Rev., ch. XVI; Paper read by Gardner W. Allen, Nov. 14, 1912, before Mass. Hist. Soc "Georgia, four galleys (vessels propelled by both sails and oars)" (Chadwick, Amer. Navy, 25, 31).

67. Conn. Men in Rev., VIII, 229-230; Col. Rec. Conn., XV, 112, gives authority for acquiring Minerva and that forty Marines served on her.

68. Pa. Col. Rec., X, 284-296; Paullin, Navy Amer. Rev., 373-374.

69. The Experiment was the first vessel launched of the Pa. Navy on July 19, 1775 (Pa. Arch., 2d Ser., 229); Paullin, Navy Amer. Rev., 123, 315, 373-395, 497-498; "By the middle of September (1775) the Committee had a fleet of thirteen gunboats - of the gondola or galley sort - in service" (Scharf and Wescott, Hist. Phila., I, 299-300); "The Pennsylvania Navy consisted of about ten vessels and nearly thirty boats and galleys" (Paper read by Dr. Gardner W. Allen, Nov. 14, 1912, before Mass. Hist. Soc.; Allen, Nav. Hist. Rev., I, 40); Pennsylvania "had in 1777 a total of fifty-one vessels" (Chadwick Amer. Navy, 26); Nav. Inst. Proc., June, 1923 957; DAR Mag., Nov., 1924, 683; James Reynolds "enlisted as a private of Marines commanded by Lieutenant Francis Gilbert at Philadelphia at the time the officers were recruiting for the expedition under General Montgomery. * * * He thinks it was in the autumn of the year 1775." (Case of James Reynolds, Pension Rec.)

70. Scharf and Wescott, Hist. Phila., I, 299-300; Pa. Arch.

71. Pa. Arch., 2d Ser., I, 297; DAR Mag., Nov., 1924, 683-684; Commission of Captain Nicholas Biddle, August 1, 1775 in Pa. Navy. (Autobiography of Charles Biddle, 393

72. "Petition of David Lockwood" "Late Commodore and Commander in Chief of the Navy belonging to the State of South Carolina." He was formerly a Commissioned officer in the British Navy and asked Congress to appoint him as an officer of the Navy at Philadelphia August 1, 1780 (Pap. Cont. Cong., 42, IV, 220); Thos. Sherman at Savannah 2 Feb. 1776 to Wm. Henry Drayton "at 10 days sight pleas to pay to Mr. Mordecai Sheftall or order 48 Pounds & 2 pence" "cash advanced by him to me, for recruiting of men for the ship of Warr called the prosper in the South Carolina service" (Salley, Doc. Rel. to Hist. of S.C. During Rev. War, 11); for "enlistment agreement between officers, seamen and Marines with Captain Robert Cochran on part of the Colony of South Carolina" see Ms. in Yale University, Z117.00145; South Carolina fitted out the ship Prosper (20 guns) in 1775. The three schooners, Comet, Defence and Beaufort, which had been used as galleys, were converted into brigs. The brig Hornet (14 guns) was built (McCrady, S.C. in Rev., 1775-1780, 217); Amer. St. Pap., 4th Ser., IV, 47, 48, 51, 52, 54, 69; Chadwick, Amer. Navy, 25, 29-30; Paullin, Navy Amer. Rev., 173, 375, 315, 418-440, 500-502; Allen, Nav. Hist. Rev., I, 41-42; Paper read

72. Continued.
by Dr. Gardner W. Allen, Nov. 14, 1912, before Mass. Hist. Soc.; Nav. Inst. Proc., June, 1923, 957; DAR Mag., Nov., 1924, 684.

73. Paullin, Navy Amer. Rev., 418 citing Drayton, Mem. Amer. Rev., I, 269-271; Coll. S.C. Hist. Soc., II, 50.

74. In the course of the war the Connecticut Navy consisted of Minerva, Oliver Cromwell, Spy, Defence, Guilford, Schuyler, Mifflin, Old Defence, America, Whiting, Crane, Shark and New Defence (Middlebrook, Mar. Conn., I, 10); Smith, Our Struggle for 14th Colony, I, 176; The first Marine (whose name is known of today) to have enlisted in Connecticut State Navy was Private William Thomas who enlisted August 15, 1775 for duty on the Minerva (Conn. Men in Rev., 229-234; Coll. Conn. Hist. Soc., VIII, 229-230; But see reference to William Goldsmith of the Spy in this note); "The Colonial Assembly of Connecticut appointed a Committee in April, 1775, to take into consideration the best method of securing, defending and protecting our seacoast and shipping therein" (Middlebrook, Mar. Conn., I, 14); "The First Naval Resolve by the Connecticut Assembly seems to have been made on the 1st day of July, 1775, at Hartford" called for two vessels to be built (id., 15-16); On August 3, 1775 the Governor and Council of Connecticut decided to employ the brig Minerva as an armed vessel, "manned with 40 seamen and 40 soldiers or Marines," and "allowed * * * the Marines not exceeding £ 2:0s per month". "And Capt. Hall" directed "to raise said 40 seamen and 40 Marines or Soldiers by voluntary enlistments, and to encourage and engage at 45 shillings per month to the seamen and not exceeding 40 shillings per month to the soldiers or Marines * * * one month's pay advanced * * *" (id., 18-19); Capt. Gills Hall's Pay Roll of the Brig Minerva, January 25th 1776 [State Library, Revolution 9.] (Coll. Conn. Hist. Soc., VIII, 229-230); Schooner Spy of Connecticut fitted out in Sept. 1775. In Oct. 1777 Zebediah Smith ordered to enlist "seamen and Marines" (Middlebrook, Mar. Conn., I, 28-32); On July 1, 1775, Connecticut authorized two armed vessels to be fitted out. The Marine officer of the Spy was William Goldsmith; see also Rec. Conn. Men in Rev., 593; for pay of officers, crew and Marines of Spy, See Coll. Conn. State Lib., Hartford, III, 481, 496, 497, 507; for Report of Committee in favor of providing vessel of 70 or 80 ton and a second of 12 to 15

74. Continued.
ton for defense of harbor and shipping, May, 1775, see Coll. Conn. State Lib., Hartford, I, 147; for Resolution, July, 1775, for equipping two armed vessels for defense of sea coast to be under direction of Governor and Council see Coll. Conn. State Lib., Hartford, I, 233; Of the four row galleys ordered by the General Assembly of Connecticut in Dec., 1775, but three appear to have been built. They were the Whiting, built at New Haven; the Crane, built at East Haddam, and the Shark, built at Norwich. Captain Jonathan Lester, of Norwich, built the Shark. Marines - Sergeants, Silas Sterry, Edward Williams; Corporals, James Stanton, Solomon Davis; drummer, David Fenton and 17 privates. Dr. Henry Ellis was also a surgeon on the Shark (Rec. and Pap. of New London County Hist. Soc., I, pub. in 1890-1894, by Soc., Part IV, v I, by Thomas S. Collier, USN, p. 39); "Connecticut fitted out twelve vessels during the war, four of them galleys" (Pap. New London Hist. Soc., Part IV, v I, (1893), 34; Amer. Arch., 4th, III, 264-266); Chadwick, Amer. Navy, 25; Amer. St. Pap., 4th Ser., IV, 274, 275, 590, 611, 790, 925, 926, 967, 973; Nav. Inst. Proc., June, 1923, 957; DAR Mag., Nov., 1924, 684; "I wrote you lately to remember me and son Gilbert, in the Post Office, if any door opened" (Gurdon Saltonstall to Silas Deane, 31 May 1775, Coll. Conn. Hist. Soc., II, 244); Gilbert Saltonstall, bearer of letter, 1775 (Coll. Conn. State Lib., Hartford, III, 593a).

75. "In the course of the war the Massachusetts Navy comprised fifteen sea-going vessels and one galley" (Paper read by Dr. Gardner W. Allen, Nov. 14, 1912 before Mass. Hist. Soc.; Allen, Nav. Hist. Rev., I, 39-40); On Sept. 28, [1775] it was "Ordered, That Col. Orne, Mr. Story, Mr. Cooper, Col. Thompson, Mr. Sullivan, Col. Grout, and Mr. Jewett be a Committee to consider the Expediency of fitting out a Number of Armed Vessels." The next day a committee was appointed "to wait on his Excellency General Washington and consult him on the Expediency of fitting out Armed Vessels and to enquire if any Powder can be spared for that Purpose." On October 6 the name of Capt. Cutter was substituted for that of Mr. Sullivan on the committee (Allen, Mass. Priv. Rev., 23); On June 20, 1775 Mass. resolved to fit out six ships but none were ready until October, 1775 (Mil. and Nav. Mag. U.S., II, 360-361); The first action taken by the Provincial Congress was on June 7, when it was: Ordered, That the

75. Continued,
Hon. Col. [James] Warren, Mr. Pitts, Mr. Gerry, the President [Joseph Warren], Col. Freeman, Mr. Pickering, Mr. Batchelder, Hon. Mr. Dexter, and Mr. Greenleaf be a committee to consider the expediency of establishing a number of small armed vessels, to cruise on our sea coasts, for the protection of our trade and the annoyance of our enemies; and that the members be enjoined, by order of Congress, to observe secrecy in this matter (Allen, Mass. Priv. Rev., 20); Paullin, Navy Amer. Rev., 151, 201, 275, 315-353, 470, 493-495; Chadwick, Amer. Navy, 28; Nav. Inst. Proc., June, 1923, 957; DAR Mag., Nov., 1934, 684.

76. "The Virginia Navy, authorized by the Provincial Convention in December, 1775, comprised first and last seventy-two vessels of all classes" (Paper read by Dr. Gardner W. Allen, Nov. 14, 1913, before Mass. Hist. Soc.; Allen, Nav. Hist. Rev., I, 41; Southern Lit. Mess., Jan., 1857; Amer. Arch., 4th, IV, 144, 866 and VI, 1598; Paullin, Navy Amer. Rev., ch. XIV); Dec., 1775. And for the greater security of the inhabitants of this colony from depredations of the enemy by water, Be it ordained, That the committee of safety shall, and they are hereby empowered and required to provide from time to time such and so many armed vessels as they may judge necessary for the protection of the several rivers in this colony, in the best manner the circumstances of the county will admit: and, to that end, to raise and take into pay a sufficient number of officers and men, as well sailors as Marines, whose pay shall be settled by the committee of safety, not exceeding the following rates, to wit: To a chief commander of the whole, as commodore, fifteen shillings, to a master ten shillings, a first mate seven shillings and six pence, a second mate five shillings, a boatswain three shillings, a common sailor, two shillings per day; a captain of Marines, six shillings, a lieutenant, four shillings, a midshipman, three shillings, a Marine one shilling and sixpence. Provided always, and be it further ordained, that where the land service will admit of it, and the officers and soldiers of the regular forces shall be willing to enter upon any temporary expedition in such armed vessels, they may be allowed so to do, and shall receive pay according to the rates afore-mentioned; which officers, sailors and Marines, may be removed or disbanded by the said committee of safety, as they shall judge expedient (Virginia Henning's Stat. at Large, v 9, 1775-78, Convention

76. Continued.
ordinances, 83); Nav. Inst. Proc., June, 1923, 957; See Va. Mag., Hist. and Biog., I, 70-71 for list of thirty Marine officers of Virginia State Navy; Virginia created a naval force by arming vessels of the merchant marine early in 1776, "which were constructed at the Chickahominy Navy Yard, near Norfolk, Va." (Nav. Inst. Proc., Sept., 1929, 779); The Virginia Marines were active as early as 1775. The operations of Lord Dunmore in that year caused such alarm in Virginia that the Committee of Safety was directed to raise a force of Marines. They were enlisted for two years and paid 1s. 6d. a day. A captain received 6s., a Lieutenant 4s. a day (Paullin, Navy Amer. Rev., 397; Hening, Stat. of Va., IX, 83); On April 2, 1776, George Mason wrote to General Washington that the "Company of Marines" of the American Congress were "raised and have been for some time exercised to the use of the great guns" (Paullin, Navy Amer. Rev., 398; Rowlands, George Mason, I, 218); He informed George Washington that the "compliment of Marines and seamen" of this vessel was "ninety-six men" (id.); "The state of Virginia also provided its own Navy, and possessed a number of vessels, one of the largest being the American Congress" (Holcomb, Century with Norfolk Naval Hospital, 56); "The Virginia Navy of the Revolution" reading in part as follows: "The Virginia Navy consisted of nearly seventy vessels of every size and description. 'A Corps of Marines,' was authorized in which it was ordered the 'Captains should receive six shillings and the Marine privates one shilling and six pence per day.'" The "Marine Corps was apparently the only military feature in this organization. This arose from the fact that most of the newly enlisted crews had never been regularly drilled to military sea-practice, and the management of great guns. It was as if the committee had simply taken merchant vessels, placed infantry upon their decks, and sent them out to cruise. This was to a great extent true, and was the result of necessity." A "Captain of Marines ranked with a Captain of Infantry, and though he commanded a distinct Corps, was, of course, subordinate to the commander of the vessel on which he served at the time." There were 44 captains, including "ten of the Marine Corps," in the Virginia Navy. John Catesby Cocke was mentioned as being one of the leaders. The Marine Corps occupies a very important place in our service, particularly in its infancy; and afterwards, in 1780 its efficiency was

76. Continued.
duly acknowledged when three hundred Marines, with five captains and fifteen lieutenants were ordered to be immediately enlisted for the defence of the Chesapeake. The ships, Thetis, Tempest, Dragon, and brig Jefferson, had just been ordered to sea, and they were no doubt intended as part of the complements of these vessels. One reason may be given why they had always been found so useful. It was probably from the fact that the Americans were good marksmen, and that these men had been enlisted from amongst those who were perfectly familiar with the use of fire-arms from their youth up. It is not known what the uniform of the Virginia Marine was. "Perhaps it was the coat and breeches of blue, trimmed with red and gold, with that same red waistcoat made so famous by Paul Jones and his daring followers, on the coast of Great Britain." By 1781 the schooner Liberty alone was left in commission in Virginia. "In November, 1781, soon after the surrender at York Town, the vessels of the State having, for the most part, disappeared, and the enemy fast being withdrawn from our waters, it was thought expedient to dispense with the existing naval organization, except so far as was compatible with prudence and economy. Accordingly the Naval Board was finally adjourned; the officers, including staff, and commissioned, and the surgeons and mates were all dismissed, excepting the few retained on board the Liberty and in some barges, intended for service in York River and its contiguous waters. The Cormorant and Loyalist ships had been used during the siege of York, as transports, - and upon the cessation of hostilities in that quarter, remained as the property of the State, but were not in commission. But in the following year, 1782, upon the appearance of some of the enemy's Privateers in the Chesapeake, to prevent, if possible, the depredations to be anticipated from them, the Cormorant and Liberty, two new galleys, and two large barges were fitted out." (Southern Lit. Mess. XXIV, N.S. III, 1-20, 134-148, 210-221, and 273-285); The Committee of Safety chose a "Lieutenant of Marines in the Potomac River Department." (Paullin, Navy Amer. Rev., 398); Money was appropriated on June 12, 1776 for the "Marines in the Navy" (Rowlands, George Mason, I, 229); Lieutenant of Marines William Paine was serving on Sloop of War Scorpion on January 2, 1777; Additional bounties and pensions were granted Marines in 1779 (Paullin, Navy Amer. Rev., 411; Hening, Stat. of Va., IX); In May, 1780, 300 Marines, to be commanded by five

76. Continued.
Captains and fifteen Lieutenants were to be recruited. Three years and a bounty of $1,000.00 (Paullin, Navy Amer. Rev., 411; Hening, Stat. of Va., X, 296-299); The Marines of the Virginia Navy received the Land Bounty Warrants at end of Revolution (Year Book, 1913, of Kentucky Soc., Sons of Rev., Compiled by Samuel M. Wilson, 197-272; Saffel, Rec. Rev. War, 502, 503); See Nav. Inst. Proc., XXXII, (1906), 162, for historical facts; On May 8, 1782, Wm. Hay at Richmond, Va., ordere Marine Officers Hardyman, Clark, Webb and Seldon to make their "return of Marines" they had enlisted and to order the recruits to Richmond to "go on board the Cormorant." (Div. of Rec., Navy Arch.); Capt. of Marines John Hardyman was appointed Feb. 16, 1782, at $240.00 a year. He recruited a company of Marines in and about Hampton, Va., and served on the Cormorant until that vessel was laid up at the end of War. He continued on half pay as Captain of Marines from April 22, 1783 to Jan. 1, 1808, in which year he died (id.); Captain John Hardyman's heirs received $1,975.23, under Act of July 5, 1832, up to July 14, 1851 (Navy Arch., Class 3, Area 7); Capt. Hardyman served on Cormorant (Navy Arch. Class 2XD); "A naval magazine for the issue of provisio supplies, and naval stores, was established on an acre of ground at the head of Potomac Creek" (Wilstach, Potomac Landings, 325-327); See also Cooper, Lives Dis. Amer. Nav. Officers, II, 235-236; Dandridge, Amer. Prisoners of Rev., 186, 188; Virginia Navy had 71 ships including Tartar, Cormorant, Loyalist (which appears to have been captured from British); brigantine Dolphin, Liberty, Mosquito, and Mars; schooners Hornet, Liberty, and Betsy; sloops Virginia, Rattlesnake, Game-Cock. The Oxford, Cormorant and Loyalist were prizes, the 2 latter being taken by French and sold to Virginia (Dandridge, Amer. Prisoners of Rev., 186-187); "Captain James Barron, afterward Commodore Barron, was the maste spirit of the service in Virginia". He commanded the Victory (id., 191).

77. New Hampshire's only naval undertaking was her participation in the Penobscot Expedition, 1779. She contri buted the Hampden which was captured by the British (N.H. Arch., VIII, 106, 186, 195); In March, 1776, the N.H. House of Reps., appointed a Committee of three to look out for an armed vessel to guard the coast. It is not believed that any vessels were procured (Paullin, Navy Amer. Rev., 476); "New Hampshire had one small shi

77. Continued.
the Hampden" (Chadwick, Amer. Navy, 25); "New Hampshire voted in 1776 to build a galley and appointed a Committee to procure an armed vessel. After this her whole naval activity, aside from encouraging privateering, and setting up a prize court, consisted in fitting out a twenty-two gun ship for temporary service in 1779" (Paper read by Dr. Gardner W. Allen, 14 Nov. 1912 before Mass. Hist. Soc.; Allen, Nav. Amer. Rev., I, 42; Paullin Navy Amer. Rev., ch. XII).

78. "New York's naval enterprize was confined to organizing a small fleet in 1776 for local defence" (Paper read by Dr. Gardner W. Allen, 14 Nov. 1912, before Mass. Hist. Soc.; Allen, Nav. Amer. Rev., I, 42); Paullin, Navy, Amer. Rev., 70-71, 315, 471-476; New York had "a few galleys on the Hudson" (Chadwick, Amer. Navy, 26); Amer. St. Pap., 4th Ser., IV, 431, 1066; On January 22, 1776 the New York Committee of Safety had the sloop Sally and expected her to be taken into the Continental service (Greenwood, John Manley, 81-82); See also Roberts, N.Y. in Rev. as Colony and State, 269, 296.

79. "Maryland * * * in addition to one vessel of some size and force, maintained a considerable fleet of galleys, boats, and barges" (Allen, Nav. Amer. Rev., I, 41 citing Amer. Arch., 4th, V, 1509, 1510); Paullin, Navy, Amer. Rev., 122, 315, 402, 415, 441-451; Chadwick, Amer. Navy, 27; Marines served in the Maryland Navy. On Jan. 1, 1776, Charles Wallace was to be paymaster of the land forces and Marines and Gabriel Duvall, quartermaster and commissary. The pay of the battalion, independent companies and Marines, by the month was to be as follows: [Major, $33 1/3; Captain $26; Lieutenant $18; Sergeant $6 2/3; Corporal, Drummer and Fifer, $6; and Private $5 1/3.] [Captain received three rations; Subalterns 2; Enlisted men, 1] * * * "The pay of the officers, seamen and others (except the Marines), in the pay of this province, in the Marine service, by the calendar month, be regulated by the council of safety. * * * "A ration consisting of one pound of beef, or three-quarters of a pound of pork, one pound of flour or bread per man per day, three pints of peas, at six shillings per bushel, per week, or other vegetables equivalent; one quart of Indian meal per week; a gill of vinegar and a gill of molasses per man per day; a quart of cider, small beer, or a gill of rum, per man per day; three pounds of candles for one hundred men

79. Continued.
per week, for guards; twenty-four pounds of soft soap, or eight pounds of hard soap for one hundred men per week. * * * " "The uniform of the land forces and Marines be hunting-shirts; the hunting-shirts of the Marines to be blue, and those of the land forces to be other colors. * * *" (Scharf, Hist. Md., II, 193, see also Paullin, Navy, Amer. Rev., 441; Amer. Arch., 4th, IV, 744-745; 5th, III, 94); In October, 1780, authority was granted to enlist 100 Marines for three years at £ 2, 5s. per month and a bounty of $40.00 (Paullin, Navy, Amer. Rev., 445; Stat. of Md., Oct. Sess., 1780, Ch. 34) "engaged to serve on board the said galley and sloop or schooner, and occasionally on board said barges or row-boats." "One captain and two lieutenants to command said company of Marines." Two sergeants and two corporals allowed (Md. Arch., 1775-1783, 609); On June 13, 1782, it was decided to raise more Marines to serve until January 1, 1783, or longer (Paullin, Navy, Amer. Rev., 447); The commission of naval officers mentioned "Marines" (Md. Arch., 1775-1783, 611); In addition to those already spoken of, Maryland armed and equipped as light cruisers, the brigs Friendship and Amelia, and the Sloop of War Hebe Johnson, mounting twenty-two guns. These vessels proved successful cruisers and made many captures. She, moreover, fitted out at her own cost and expense for the protection of the Chesapeake Bay and its tributaries, the galleys Johnson, Independence, Baltimore, Conqueror, Chester, Molly, and a number of others (Scharf, Hist. Md., 203-204); With this object early in the spring of 1776, a ship called the Defence, was purchased, armed and equipped. She mounted twenty-two six-pounders besides swivels, and was commanded by Captain James Nicholson. The Defence was a successful cruiser, both at sea and in the Chesapeake, and made many captures, but becoming old she was finally ordered to Baltimore, dismantled and sold (Scharf, Hist. Md., 203); Gideon Adair was recommended by Stephen Steward in 1776 to the Maryland Council of Safety "for a commission as Captain of Marines on board of the largest Province schooner" (Amer. Arch., 5th, II, 1268-1269); Captain of Marines Francis Muir, Captain Garret Brown, 2d Lt. Josep Smith and Third Lt. Wm. Morris were on the Defence Sept. 19, 1776 (Md. Arch., 606, 654, 658, 660); Capt. Thomas Bronfield commanded Marines of Maryland ship Defence April 25, to Oct. 15, 1777 (Md. Arch., 654); Lt. Samuel Cooke (or Cocke) Lt. of Marines on Maryland ship Defence (Commission in Navy Arch.); 1st Lt. Geo. Ross on Defence

79. Continued.
March 18 to Dec. 31, 1777, 2d Lt. John Rogers on Defence March 11 to Dec. 31, 1777 (Md. Arch., 659); Capt. Vachel Yates, Sergeant of Marines on Maryland ship Defence; Lt. of Marines, same ship, Feb. 15 to Oct. 15, 1777; Capt. of Marines, same ship, Oct. 15 to Dec. 15, 1777 (id., 661); In 1778-9, Commodore Thomas Grason, in command of this little fleet, made several voyages along the capes and shores of the Chesapeake, and struck the enemy many heavy blows. The State also built and equipped the barge Revenge, Terrible, Intrepid, Protector, Experiment, Venus, Defence, Reformation, Dolphin and Fearnaught. These barges were about forty-two feet long, eight feet wide, three feet deep, and drew about fifteen inches of water. They were propelled by single rows of oars forward and aft, and double amidships, carrying in the whole about twenty-four oars from sixteen to thirteen feet long. They carried two large guns each. The galleys drew about eight feet of water. (Scharf, Hist. Md., 204); Thomas Townsend "entered the service as a Marine and served on board the barges commanded by Commodore Gressin [Grayson, Grifson], on the Chesapeake Bay; that he was on board the Barge Protector (a Coxin) commanded by Captain Zedekiah Walley;" recorded in one place "as a Coxin," and he "received pay and clothing from the 10th of June 1782 to the 26th July 1782," and from the "21st of September 1782 to the 30th of November 1783." Another place in the papers shows that he "steered the Barge" as "Coxin" (Case of Thomas Townsend, Pension Rec.); Levin Willin enlisted sometime in June of 1782 on the barge Protector (Zedekiah Walley) fitted out by Maryland to oppose the British barges then "infesting the Chesapeake Bay." Willin was in "a battle with the British barges in Cager's(?) Straits," Chesapeake Bay in September 1782. "Barge Protector, to which he belonged, was blown up * * * and all the crew, except about 15 persons, were killed." Willin was taken prisoner and detained several days. He was relieved as he had been "very badly burnt in the explosion of the barge" (Case of Levin Willin, Pension Rec.); This Battle of the Barges occurred on November 30, 1782, near the Tangier Islands. The Maryland fleet, commanded by Commodore Whaley on the Barge Protector, had been joined by a Volunteer Virginia Barge. The British fleet of barges was commanded by Captain Kidd of the Kidnapper. Only the Protector engaged the British fleet. (Paulin, Navy, Amer. Rev., 449-450)

80. North Carolina had a small fleet stationed in the sounds (Amer. Arch., 4th, V, 1537, 1363; Paper read by Dr. Gardner W. Allen, 14 Nov. 1912, before Mass. Hist. Soc.; Allen, Nav. Amer. Rev., I, 41); Paullin, Navy, Amer. Rev., 315, 451-459; Chadwick, Amer. Rev., 30; Amer. St. Pap., 4th Ser., IV, 302.

81. New Jersey had at least 4 privateers (Maclay, Hist. Amer. Priv., 216-217); For New Jersey efforts to have a Navy See Paullin, Navy, Amer. Rev., 477; Minutes Prov. Cong. and Council of Safety of N.J., 1775-1776, 510, 520, 525, 528; Nav. Inst. Proc., June, 1923, 957; DAR Mag., Nov., 1924, 684; Chadwick, Amer. Rev., 25; Despite statements by eminent authorities to the contrary New Jersey did support naval operations. "Boats were made use of in what might be classed as minor naval operations almost continually throughout the War * * * A Court of Admiralty was set up in the State of New Jersey under an Act which was passed at Princeton on October 5, 1776 * * * Another Act, passed at Haddonfield February 28, 1777, which refers to the activities of Colonel Richard Somers' Third Regiment, Gloucester County Militia, clearly indicates activities on the water with boats for military purposes," stating expressly that Somers, his men, and "others of the Inhabitants, did man and arm certain Boats, and therewith took a certain brigantine or vessel called the Defiance. * * * A real effort to establish a State Navy appears to have been made by the Legislature in 1781, in which year on the 27th of June an Act was passed at Princeton authorizing the Governor to grant commissions for Guard Boats and Coasting Vessels. * * * On December 29, 1781, an Act was passed for the enlistment of 422 men * * * to serve in various sections of the State from March 1, 1782 until December 15, 1782. The quota for the three southern counties of Salem, Cumberland and Cape May were sixty privates 'to be divided into three companies of twenty men each, to be raised and commanded by Captain Charles Allen of the County of Cumberland, Captain Humphry Stites of the County of Cape May and Captain Nicholas Keen of the County of Salem, to take rank as they are herein named, when they may be called to act in conjunction, to be ready to enter on said service on the first day of March, 1782, and to be permitted to perform their duties either on Land or Water, as shall be most likely to protect the inhabitants thereof, and shall cruise, when on the water, between Cape May and Reedy Islands, and as far eastward as the Mouth of Little Egg Harbor, and no further, unless in

81. Continued.
case of pursuing the Enemy.' From the record of Captain Charles Allen, it shows that while serving on the water his company manned the gunboat called the Gibralter, which carried armament consisting of 2 six pounders, mounted one fore and one aft, four swivels and two howitzers. In addition to the foregoing, the record of Adam Hyler, Middlesex County, shows that he was appointed as Captain of gunboat service in 1779, and he commanded different gunboats among them the Revenge, Active and Francis. These vessels usually laid in the Raritan River, and one was manned by a crew of 45 men. It captured the British Sloop Cutter off the Jersey Coast, in 1780; made a raid on Long Island and captured Colonel Lott; also captured British Captain and several men near the Light House at Sandy Hook, June 1782. Captain Hugh King commanded an armed boat on the Delawar River under Colonel Joseph Ellis, Gloucester County, from December 1777 to March 1778. Captain John Storer was in command of a Shallop, which was with others ordered to go from Philadelphia to Trenton, April 19, 1780, for the reception of the Troops. He commanded the gunboat Lady Washington, commissioned by the Legislature June 15, 1781. This vessel was usually berthed at Woodbridge and New Brunswick, and captured the British Armed Ship, Skip-Jack, August 1782. In the week prior to September 4, 1782, he commanded a small party of men, which went to Staten Island, New York, and captured and brought back 20 of the enemy's horses, which were, "marked with his most gracious majesty's brand." On November 15, 1782, Captain Storer was in command of a Whale boat and captured a ship from Elizabeth, carrying 90 quarters of fresh beef intended for the enemy." (Adjutant General, State of New Jersey, Director Records Section, to Major Edwin N. McClellan, 19 Oct. 1933, USMC Arch.); Stryker, Jerseymen in Rev., 871-874, shows under heading Revolutionary War, Naval Service, a list of name of thirty-six Captains, one Lieutenant, five Midshipmen, two Seamen, twenty Mariners and eleven Boatmen. That all of these were not in the New Jersey State Navy is shown by one of the captains named Lambert Wickes commanding the Continental warship Reprisal and four of the Midshipmen serving on Continental vessels. Captain Charles Allen commanded "armed boat Gibraltar; also Captain Commanding Boatmen on frontiers of Cumberland an Cape May;" Captain Francis Grice commanded "all the flat boats and artillery scows on the Delaware River." Capta Nicholas Keen, was "Captain, armed boat Friendship; also

81. Continued.
Captain, commanding Boatmen on frontiers of Cumberland and Cape May." Following Captains commanded armed boats, on the Delaware or vicinity, as named: Rainbow (John Babcock), Mifflin (Hamilton), Enterprize (Pand), Greyhound on river Delaware (Nathan Jackson), _____(? William Rice, _____(?) Hugh King, Mars (Taylor), Unity (William Treen), Revenge (Teunis Voorhees), General Washington (John Wanton). The following Captains commanded privateers as named: Thresher (Perkins), Luck-and-Fortune (Joseph Edwards), Luck-and-Fortune (Hope Willets), Enterprize (Rufus Gardner), Revenge (Adam Hyler), Lively (Thomas Quigley), Rattlesnake (Robert Snell), Elizabeth (Warner), and Black Jack (Hope Willets).

82. Delaware Arch., Mil. and Nav., II, 919-953; Chadwick, Amer. Rev., 25; Nav. Inst. Proc., June, 1923, 957; DAR Mag., Nov., 1924, 684.

83. See Subsequent chapters. The major wars being the Revolution, War of 1812, Mexican War, War between the States, Spanish War and World War. The minor wars were French Naval War, Tripolitan War, Algiers War, Indian Wars, Chinese Boxer War, and Philippine Insurrection.

84. Florida Indian Wars of 1836; under Robert E. Lee in 1859 at capture of John Brown; Labor Riots of 1877; Army of Cuban Pacification 1906-1909; Vera Cruz, Mexico 1914; Also in cooperation and under Army command as in Chinese Boxer War and Philippine Insurrection.

85. A & N Reg., 5 Nov., 1932; January 1, 1776, may be regarded as the birthday of the Continental army: from that time it was raised and governed by the direct authority of Congress; and, notwithstanding the devolving of many duties on the States later in the war, it remained a Continental force, distinct from the Militia. Washington himself recognized the change, and announced in a general order of that day, "This day giving commencement to the new army, which in every point of view is entirely Continental; the general flatters himself, that a laudable spirit of emulation will now take place and pervade the whole of it." (Hatch, Admin. of Amer. Rev. Army, 17, citing Ford, Wash. Writ., iii, 311)

86. Resolved, That six companies of expert rifflemen, be immediately raised in Pennsylvania, two in Maryland, and two in Virginia; that each company consist of a captain three lieutenants, four serjeants, a drummer or trumpeter and sixty-eight privates. That each company, as soon as compleated, shall march and join the Army near Boston, to be there employed as light infantry, under the command of the Chief Officer in that Army. That the pay of the Officers and privates be as follows, viz. a Captain @ 20 dollars per month; a lieutenant @ 13⅓ dollars; a serjeant @ 8 dollars; a corporal @ 7 1/3 dollars; drummer (or trumpeter): 7 1/3 doll; privates @ 6 2/3 dollars; to find their own arms and cloaths. That the form of the enlistment be in the following words: I,---- have, this day, voluntarily enlisted myself, as a soldier, in the American Continental Army, for one year, unless sooner discharged; and I do bind myself to conform, in all instances, to such rules and regulations, as are, or shall be, established, for the government of the said Army (Jour. Cont. Cong., June 14, 1775, II, 89-90); "No colony responded more promptly or with more hearty zeal than Maryland to the resolutions of Congress passed 14th June 1775, asking for soldiers to serve against the British army in Boston" (Pap. rel. to Maryland Line, ed by Thomas Balch, 3); "On the 15th of June, the Army was regularly adopted by Congress, and the pay of the Commander-in-Chief at five hundred dollars a month" (Irving, Life of Wash., I, 413); After much debate Congress decided to raise an army, and on June 16 it created a military establishment consisting of a commander-in-chief, two major generals, eight brigadier generals, one adjutant general, and numerous subordinat officers (all specified by title). On June 30 it adopted army rules and regulations. In this legislatio of June, 1775, the Continental Army originated (Nav. Inst. Proc., Nov., 1927, 1158); On September 29, 1775, Congress resolved "that a Committee of three members of this Congress be appointed to repair immediately to the Camp at Cambridge to confer with General Washington and with the Governors of Connecticut, Rhode Island, Massachusetts, New Hampshire, etc., "touching the most effectual method of continuing, supporting and regulating a Continental Army." The above Committee had to have detailed instructions from Congress to guide and limit its actions, so a committee was appointed "to prepare instructions for the Committee ordered to wait on the General" and the Governors. The report of this committee was received by Congress on October 2, 1775.

86. Continued.
It presented a draught of instructions "which was read and being debated by paragraphs, was agreed to." The most interesting portion of the instructions directed "that the Committee confer with the General and whom else they think proper on the subject of raising a Continental Army and keeping it up for one year from the last day of December next," which of course, was December 31, 1775 (Jour. Cong.; Inf. Jour., Jan., 1926, 1-2; Biglow, Works of Franklin, VII, 85; Wash. Writ., III, 123); The next step in the organization of the Continental or "Regular" Army was taken by the Continental Congress on November 4, 1775, when it resolved "that the New Army intended to lie before Boston, consist of 20,372 men, officers included," and that the "said troops be enlisted to the 31st day of December, 1776 * * *" Then, in keeping with the anticipation of forming the "New" or Continental Army, the "Rules and Regulations of the Continental Army," were extensively modified on November 7, 1775. The Regular Army was formed on the day set - January 1, 1776 - and three days later George Washington, its Commander-in-Chief, wrote to Joseph Reed: We "hoisted the Union Flag, in compliment to the United Colonies," the same day "which gave being to the New Army" (Inf. Jour., Jan., 1926, 2; Amer. Arch., 4th, IV, 570-571); There is another day that the Regular Army of the United States should celebrate. It is New Year's Day, for on January 1, 1776, it came into being. Gen. George Washington marked this memorable date in his Orderly Book with a General Order reading in part as follows: "This day giving commencement to the New Army, which, in every point of view is entirely Continental. The General * * * wishes it to be considered that an Army without Order, Regularity, Discipline, is no better than a Commissioned Mob * * * It is Subordination and Discipline (the life and soul of an Army) which next under Providence is to make us formidable to our enemies * * *" (Inf. Jour., Jan., 1926, 1-2); On January 1, 1776 "the very day Congress determined" to "govern apart from the Militia and Minute Men, the little handful of soldiers it had directly raised," there "was raised over Boston Camp" the Cambridge Flag (Ganoe, Hist. U.S. Army, 20); Inf. Jour., Jan., 1926, 1-2 contains an article by Major Edwin North McClellan "The Birthday of the Regular Army;" A & N Reg., Nov. 5, 1932.

87. Hatch, Admin. of Amer. Rev. Army, 17 citing Ford, Wash. Writ., III, 311.

88. A & N Reg., Jan. 6, 1934.

89. A & N Reg., Nov. 5, 1932.

90. Thursday, June 15, 1775. Resolved, That a General be appointed to command all the continental forces, raised, or to be raised, for the defence of American liberty. $500 per mo. for "his pay and expences." George Washington was unanimously elected (Jour. Cont. Cong., II, 91; Penna. Packet, 11 Dec. 1775); On June 15th George Washington was appointed "to command all the Continental forces"; on July 4, 1775, it was announced in general orders that the "troops of the United Provinces of North America" were taken over by Congress. The Army then numbered not more than 14,500 men, including perhaps the newly organized train of artillery which had been authorized in April by the province. There existed also a coastguard which had been raised to defend the seaboard towns upon which the British made depredations in their excursions after food (Charles Knowles Bolton, Private Soldier under Wash., 19-20 citing Washington to Congress, July 9, 1775. Jour. Prov. Cong. Mass., 482); A & N Reg., Nov. 5, 1932; Hatch, Admin. of Amer. Rev. Army, 9.

91. A & N Reg., Nov. 5, 1932; Washington's office, created June 15, 1775, referring to "forces" and not to "Army" or "Navy", might be construed as including Naval Forces, for in the early days it was not uncommon for Generals to command naval forces. There was no Navy and later resolutions of Congress admitted direction of Naval affairs by Washington and also approved his action in creating a fleet.

92. Jour. Cong., June 17, 1775, II, 96; original is in Library of Congress; Penna. Packet, Dec. 11, 1775; Photo of original commission in Frothingham, Wash. Commander-in-Chief, 50-51; See also Jour. Cong., II, 91-92; Instructions to General Washington (Secret Jour. Cong., I, 17-18); Orders to General Washington by Continental Congress: "This Congress having appointed you to be General and Commander-in-Chief of the Army of the United Colonies, and of all the Force raised or to be raised by them" etc., proceed to Massachusetts Bay "and take charge of the Army of the United Colonies" (Amer. Arch., III, 58); See also John Hancock President of Congress to Mr. Gerry, June 18, 1775, James T. Austin, Life of Elbridge Gerry, I, 83; Fisher, Struggle for Amer. Ind., I, 349; Mr. J. Adams to Mr. Gerry, June 18, 1775,

92. Continued.
James T. Austin, Life of Elbridge Gerry, I, 90; A & N Reg., Nov. 5, 1932.

93. See MC Hist., v I, ch. XIV.

94. See MC Hist., v III, ch. III and IV.

95. "The sequence of events made this act of Washington [commissioning the Hannah] unquestionably the beginning of the United States Navy" (Frothingham, Wash. Commander-in-Chief, 86); A & N Reg., Nov. 5, 1932.

96. A & N Reg., Nov. 5, 1932; If one of his officers was "Commodore" John Manly, why not "Admiral" for the Commander-in-Chief.

97. Sparks, Wash. Writ., III, 517-518; Greenwood, John Manly, 20; Amer. Arch., III, 633; Bancroft, Hist. U.S., VIII, 69.

98. Peabody, John Manly, 2-11, citing Amer. Arch., 4th, III, 633; Frothingham, Siege Boston, 260-262; Greenwood, John Manly; Allen, Nav. Amer. Rev., I, 61; See also MC Hist., v I, ch. XIV.

99. While Congress was debating the subject of a "Congressional" Regular Navy, backing and filling, wondering whether a Navy could be formed, Washington was actually creating a Navy. "The first suggestion for a Naval Establishment for the colonies came from General Washington, soon after he assumed command of the Army at Cambridge. He saw if he was to be successful in his siege of Boston, it would be necessary to have some armed ships to cut off supplies to the British from the sea. Through his efforts five or six small vessels were soon afloat as privateers, and their success induced Congress to take action for the establishment of a Regular Navy." (William Henry Smith, Hist. Cabinet of U.S., 401, 402, 403, 406, 408); Paullin, Navy, Amer. Rev., 61; "The creation of a naval force by the American Commander-in-Chief was thoroughly justified by the necessities confronting his Army and by the results achieved in giving indispensable assistance to his operations on shore. The experience was a most valuable first step in his naval education which was to be matured to great heights in the gruelling years of war which were ahead of him. From these humble beginnings he was to

99. Continued.
become a master in the difficult art of employing large fleets effectively and decisively in joint military-naval operations." (Knox, Naval Genius of Wash., 7-12); "You being recommended to his Excellency as a proper person to transact the business of the several armed vessels fitted out, or to be fitted at the Continental expense. * * * whenever any of the Continental vessels put into Cape Ann * * * as you are appointed a Continental agent only * * *." (Instructions to Winthrop Sargent, Agent, by Headquarters, Jan. 1, 1776, Amer. St. Pap., 4th Ser., IV, 537-538); See also MC Hist., v I, ch. XIV.

100. "Soon after he assumed command of the troops before Boston, General Washington, * * * issued several commissions to different small vessels." (Cooper, Hist. Navy U.S., I, 75); Knox, Naval Genius of Wash., 8; See also MC Hist., v I, ch. XIV.

101. On December 2, 1775 Congress "Resolved, That the Congress approve the General's [Washington] fitting out armed vessels to intercept the enemy's supplies." (Jour. Cong., III, 401); On December 2, 1775 Congress voted approval of the General's fitting out these cruisers to intercept the enemy's supplies, and the President writes, "I forward you several commissions for the officers of the armed vessels;" soon after which they are alluded to on the records as "the Armed Vessels in the service of the United Colonies." (Greenwood, John Manly, 16); The mission accomplished by Washington's Fleet was a naval mission not one of an Army; The report of the Committee on Revolutionary Claims, made January 7, 1831, says: "The Committee are aware that, in this clause, (as amended August 24, 1780) no allusion in terms is made to officers of the Navy; but it should be remembered that, as a distinct and efficient arm of the national defence, the Navy was not fully recognized by Congress during the Revolutionary War, and that the Department itself was not organized until April 1798. It may with reason, then, be inferred that individuals engaged in the naval as well as the land service, at that period, were included by Government under one general military head, or that the word navy, in the resolution of August 1780, was accidentally omitted. (Greenwood, John Manly, 168-169); "There has been much confusion regarding the manner in which these armed schooners were commissioned. Some historians call

101. Continued.
them naval vessels. Thomas Clark in his Naval History speaks of them as privateers, and Edgar S. Maclay in his History of the Navy calls them State cruisers. Practically all writers take one of these three opinions but a careful study of the American Archives supplemented by the information contained in the original documents in the possession of the Beverly Historical Society shows the real status of these vessels. They were fitted out and commissioned by Washington, as General of the Continental Army, in connection with the Siege of Boston solely to intercept supplies going to the British Army in Boston. They were chartered at the Continental expense, but their captains were captains in the Army of the United Colonies and their crews were soldiers from the Army who still received their pay from the Army Paymaster. The vessels were under the control of Washington as leader of the Siege of Boston." (Peabody, John Manly, 6, in Essex Inst., XLV, 1909); The Standards, Flags and Banners of the Pa. Soc., S.A.R., 19; Harper, Encyc. of U.S. Hist., III, D-F; Greenwood, John Manly, 14-15, 86; Barry, Hist. Mass., 57-59 citing Frothingham, Siege Boston, 261-262; and Staples, Annals of Providence, 265-270; Peabody, John Manly, 8-11; DAR Mag., Nov., 1924, 685; Nav. Inst. Proc., Aug., 1926, 1555; Allen, Nav. Hist. Rev., I, 65; "I have observed that you frequently did propose discharging those vessels that were fitted out as Cruisers by General Washington and the Committee were always of your opinion but some how or other in the multiplicity of business and in their late confusion they omitted to give you orders. Now Sir, as I know it was their desire to have those Vessels paid off and dismissed the service I will venture to authorize your doing it and shall send the Committee a Copy of this Letter which you may deem a proper authority: But as I have mentioned in another Letter your employing one of those Vessels to carry the dispatches to France, you must either keep that one in pay or buy her, which I should much prefer, and if any of the rest of them are good Vessels, suitable for Cruizers I should think it best to buy them and continued them in the service, especially as I suppose some of the Commanders and officers have merit to deserve a continuance in the service: but I am utterly against continuing them on hire and so I think are all the Committee." (Robert Morris at Phila. to John Bradford, Feb. 7, 1777, Paullin, Out-Let. Mar. Com., I, 72-73); on December 3, 1775, Manly carried into Marblehead Harbor the large

101. Continued.
sloop Concord loaded with stores. (Greenwood, John Manly, 28); "Inclosed are several documents by which you will learn that you are appointed Commissioners to transact some business on behalf of the United States with the Gentlemen who were appointed Agents by General Washington for the Prizes taken by the fleet fitted out by his directions. * * * You will please to observe that the Captors in the above mentioned Fleet, are not entitled to so large a proportion of the Prizes, as those who have served in the Navy line constituted by Congress - You will be pleased therefore to have recourse to the Regulations made by Genl. Washington relative to this matter, and to subsequent Resolutions of Congress." (To Isaac Smith, Ebenezer Storer, and William Philips, of Boston, Mass., March 21, 1777, Paullin, Out-Let. Mar. Com., I, 85-86); "Messrs Isaac Smith, Ebenezer Storer, & William Philips are appointed by this Committee, Commissioners to adjust the several accounts of the Agents appointed by General Washington for the fleet fitted out by his directions, to value such goods as the[y] duely delivered for the use of the United States and give Credit agreeable to such valuation, also to receive any balances due from, and pay any due to such Agents, and to require them to pay the proper proportion to the Captors. You, as one of the said Agents are required to pay due regard to the applications of those Gentlemen for the above purposes so that the same may be effected with all possible expedition." (Circular letter to Washington's agents, March 21, 1777, Paullin, Out-Let. Mar. Com., I, 87); "On October 29, 1775, the Lee" manned by men from Glover's Amphibious Regiment and commanded by Captain John Manly sailed and about a month later captured the Nancy. "Whatever the shape, size, color, or design of the flag thus hoisted by Manley, it was in truth the first emblem of a national Navy ever displayed." (McCoy, This Man Adams, 238-239); Philadelphia is now boasting that Paul Jones has asserted in his journal that "this hand hoisted the first American Flag;" and captain Barry has asserted that "the first British flag was struck to him." Now I assert that the first American flag was hoisted by John Manly, and the first British Flag was struck to him. (John Adams to Elbridge Gerry, Jan. 28, 1813, James T. Austin, Life of Elbridge Gerry, I, 99-100); Jones says "my hand first raised The America Flagg and Captain Barry used to say that the first British Flagg (was) struck to him." "Both these vain

101. Continued.
boasts, I know to be false * * * It is not decent nor just, that those emigrant foreigners of the South should falsely arrogate to themselves merit that belongs to New England Sailors, Officers & Men." (John Adams to John Langdon, Jan. 24, 1813, Letter to Langdon, 21)

102. Fitzpatrick, Wash. Writ., IV, 27; Greenwood, John Manly, 9; See also MC Hist.,v I, ch. XIV.

103. See MC Hist.,v I, ch. XIV.

104. See MC Hist.,v I, chs. II and XIV.

105. See MC Hist.,v I, ch. XIV.

106. See MC Hist.,v I, ch. XIV.

107. See MC Hist.,v I, chs. XIII and XIV.

108. Paullin, Navy, Amer. Rev., 33 citing Josiah Quincy to John Adams, July 11, 1775, Mss. Lets. of John Adams, Mass. Hist. Soc.; Quincy also thought that "Row Gallies must be our first mode of Defence by sea" (Allen, Nav. Hist. Rev., I, 6 citing Mss. Lets. of John Adams).

109. Works of John Adams, I, 179.

110. Works of John Adams, I, 179; Hatch, Admin. of Amer. Rev. Army, 18 citing C.F. Adams, Family Let. J. Adams to Wife, 85.

111. Cat. Rev. Let. and Doc., Rosenbach Co., Phila., 1926.

112. The first official suggestion of a Continental Navy came from the Assembly of Rhode Island, which, on August 26, 1775, declared "that the building and equipping an American fleet" etc. (Allen, Nav. Hist. Rev., I, 21; Amer. Arch., 4th, III, 231; Beck, Hopkins Let. Bk., 5, citing R.I. Col. Rec., VII, 369); Jour. Cong., Oct. 3, 1775; On August 26, 1775 the General Assembly of Rhode Island resolved "that the building and equipping an American fleet as soon as possible, would greatly and essentially conduce to the preservation of the lives, liberty and property, of the good people of these colonies" (Beck, Hopkins Let. Bk., 5, citing R.I. Col. Rec., VII, 369); See Hildreth, Hist. U.S., III, 101;

112. Continued.
Greenwood, Captain John Manly, xix-xxiii; Beck, Hopkins Let. Bk., 5; R.I. Col. Rec., VII, 369; Paullin, Navy Amer. Rev., 35; Mass. Hist. Soc. Proc., XLVI, 194-195; Adams, Life of John Adams, I, 260; Field, Esek Hopkins, 69; "origin of the Continental Navy is usually dated from October 3, 1775" (Paullin, Dip. Nego., 11-12); In 1775 George Wythe of Virginia said: "Why should not America have a Navy? No maritime power near the sea-coast can be safe without it. It is no chimera. The Romans suddenly built one in their Carthagenian War. Why may not we lay a foundation for it" (Jour. Cong., III, 500, 501; Works of John Adams, II, 479); Gadsden said, "I am for a Navy, too, and I think that shutting our ports for a time will help us to a Navy" (Jour. Cong. III, 500, 501); Some believed a Navy impossible and the "most wild, visionary, mad project that ever had been imagined" (Paullin, Navy Amer. Rev., 36-37, citing Works of John Adams, I, 187; Mass. Hist. Soc., XLVI, 194-195); Nav. Inst. Proc., Nov., 1927, 1158; Mag. Amer. Hist., II, Pt. II, 551; "The very minutiae of the Congress becomes importent when we consider that body as laying the foundations of a mighty Empire", wrote Baldwin as he urged a Navy (Rev. Ebenezer Baldwin at Danbury, Conn. to S. Deane, Oct. 30, 1775, Coll. Conn. Hist. Soc., II, 312-315).

113. Jour. Cong., Oct. 3, 1775, III, 274; Beck, Hopkins Let. Bk., 5; Paullin, Navy Amer. Rev., 33, 35, 80; Bancroft, Hist., U.S., VII, 114; Nav. Inst. Proc., Nov., 1927, 1158.

114. October 5, 1775 "Resolved, That a Committee of three be appointed to prepare a plan for intercepting two vessels, which are on their way to Canada, loaded with Arms and powder * * * Resolved, That a letter be sent by Express to Genl Washington to inform him that we having rec^{d} certain intelligence of the sailing of two North country built Brigs of no force from England on the 11 of August last loaded with arms powder & other stores for Quebec without a convoy, which it being of importance to intercept - that he apply to the council of Massachusetts bay for the two armed vessels in their service & dispatch the same with a sufficient number of people stores & particularly a number of oars, in order if possible - intercept S^{d} two Brigs of their cargoes & secure the same for the use of the continent - also any other transports laden with ammunition, clothing

114. Continued.
or other stores for the use of the ministerial army or navy in America & secure them in the most convenient places for the purpose above mentioned - that he give the Commander or Commanders such instructions as are necessary as also proper encouragement to the Marines & Seamen that shall be sent on to this enterprize - which instructions &c are to be delivered to the Commander or Commanders sealed up with orders not to open the same until out of sight of land, on account of Secrecy." (Jour. Cong., III, 277-278; See also Austin, Life of Elbridge Gerry, I, 102-103; Secret Jour. Cong., Oct. 5, 1775, I, 28, 29; Clarke, (1813), Nav. Hist. U.S., 52; Clark, Nav. Hist. U.S., I, 22; DAR Mag., Nov., 1924, publishes photo of this Resolution of Oct. 5, 1775); A & N Reg., Dec. 16, 1933; DeKoven, John Paul Jones, I, 82; Smith, Hist. Cabinet U.S., 401; On January 24, 1813 John Adams at Quincy wrote John Langdon that Captain John Manly had applied to George Washington to cruise for the enemy ships. "Washington, either shrinking * * *." Committee was Langdon, Deane and Adams. "We met and at once agreed to report a resolution authorizing General Washington to fitt (sic) and arm one or more vessels for the purpose. A more animated opposition and debate arose upon this report but the resolution was carried by a small majority. Under the authority of this Resolution Washington fitted out Manley, who soon brought in several prizes, the most important of which was the Transport loaded with Soldiers, Arms, Ammunition, and that immortal Mortar, which was called the 'Congress' and finally drove the British Army out of Boston and their Fleet out of the Harbor. This splendid success inspired new courage into Congress. They appointed a new [naval] Committee * * * We met every night and in a short time had the Alfred, Columbus, Cabbots, Andrew Doria, Providence, etc. at sea under Commodore Hopkins" (Letters to Langdon, 19-21; Note in Jour. Cong., III, 277 Quoting above letter); On the third of October [1775] one of the delegates of Rhode Island laid before Congress their instructions to use their whole influence for building, equipping and employing an American fleet. It was the origin of our Navy. The proposal met great opposition; but John Adams engaged in it heartily, and pursued it unremittingly, though "for a long time agains wind and tide." On the fifth, Washington was authorized to employ two armed vessels to intercept British storeships, bound for Quebec (Bancroft, Hist. U.S., VIII, 114; See also Mass. Hist. Soc., XLVI, 194-195); On

114. Continued.
October 5, 1775 a Committee of three was appointed. John Adams wrote: "The Secretary has omitted to inser the names of this committee on the journals, but as my memory has recorded them, they were Mr. Deane, Mr. Langdon, and myself" (Auto., Wks. of John Adams, III, 7); "After a lively debate the matter was referred to a committee consisting of John Adams, John Langdon, and Silas Deane" (Allen, Nav. Hist. Rev., I, 22); On October 5 sundry letters from London, conveying the information that two transports laden with stores and ammunition for the British Army had sailed for America, were laid before Congress, and that body on the same day appointed a committee to prepare a plan for intercepting the two vessels. Thus the "Naval Committee" came into existence. When enlarged to its full size it consisted of seven members, with John Adams the leading member (Nav. Inst. Proc., Nov., 1927, 1158); Oct. 5, 1775: "Expresses sent to General Washington, Governor Cooke, and Governor Trumbull, to send our several vessels to intercept two transports with powder, etc. Encouragement given to the men, etc. The vessels to go on the service to be at the risk of the continent" (Diary of Samuel Ward, Delegate in Cont. Cong. from R.I., in Mag. Amer. Hist., II, Pt. II, 552); "The three colonies not responding, or their vessels being otherwise employed, Washington proceeded to carry out the order of Congress [Resolution of October 5] himself. Accordingly, another of Glover's officers, Captain John Selman, was appointed to the Franklin, and Captain Broughton was removed to the Lynch, or the name of his original vessel may have been so changed; to each was assigned a crew of about seventy men" (Greenwood, Captain John Manly, 7); Frothingham, Siege Boston, 260-262; Beck, Hopkins Let. Bk., 6, 61; Waite, Origin Amer. Navy, 3-4; Paullin, Navy Amer. Rev., 35-37; Mil. and Nav. Mag. U.S., II, No. 6, Feb., 1834, 360-361. For Birthday of the Army see DAR Mag., Nov., 1919; Nav. Inst. Proc., Feb., 1922, 171; id., June, 1923, 958; Ganoe, Hist. Army, 20; A & N Reg., Nov. 5, 1932; Zubly. This is a sudden motion; the motion was yesterday to apprehend Governor Tryon. We have not yet conquired the Army or Navy of Great Britain; a Navy, consisting of a cutter, rides triumphant in Virginia (Debates in Cong., Oct. 6, 1775, Jour. Cong., III, 483); Chase. It is the maddest idea in the world to think of building an American fleet; its latitude is wonderful; we should mortgage the whole continent (Id., Oct. 7, 1775, 485);

114. Continued.
"John Adams was the leader in bringing about the organization of the Corps of Marines and wrote many letters about this branch of the Naval service. In truth he was the 'Father of the Marine Corps,' for many years later it was President John Adams who approved the Act of July 11, 1798, that made the Revolutionary Marines re-live in the New Marine Corps" (USMC Gaz., Nov., 1930, 10).

115. Nav. Inst. Proc., June, 1923, 958; Wash. Star, Nov. 4, 1923; DAR Mag., Nov., 1924, 684; USMC Gaz., Nov., 1930, 10; A & N Reg., Nov. 5, 1932.

116. Jour. Cong.; See also Note 114 of this chapter.

117. See MC Hist., v I, ch. XIV.

118. See MC Hist., v I, ch. XIV.

119. See MC Hist., v I, ch. XIV; See also Note 114 of this chapter.

120. "Resolved, That a swift sailing vessel, to carry ten carriage guns, and a proportionable number of swivels, with eighty men, be fitted, with all possible despatch, for a cruize of three months, and that the Commander be instructed to cruize eastward, for intercepting such transports as may be laden with warlike stores and other supplies for our enemies, and for such other purposes as the Congress shall direct. That a Committee of three be appointed to prepare an estimate of the expense, and lay the same before Congress, and to contract with proper persons to fit out the vessel. Resolved that another vessel be fitted out for the same purposes, and that the said Committee report their opinion of a proper vessel, and also an estimate of the expense. The ballots being taken and examined the following members were chosen, viz: Mr. [Silas] Deane, Mr. [John] Langdon, and Mr. [Christopher] Gadsden." (Jour. Cong.); "Friday, Oct. 13, 1775. * * * resolved that a swift sailing vessel, to carry ten carriage guns and a proportionable number of swivels, with eighty men, * * *" (Austin, Life of Elbridge Gerry, 104, 105); "The first effort at securing a Navy bears date of October 13, 1775, when Congress passed a law ordering" two vessels, etc. (Capt. Caspar F. Goodrich, USN, Nav. Inst. Proc., March, 1896); "Congress voted on the 13th

120. Continued.
to fit out two vessels" etc. (Allen, Nav. Hist. Rev., I, 22-23); Diary of Samuel Ward, Delegate Cont. Cong., from R.I., Mag. of Amer. Hist., II, Pt. II, 553; A & N Reg., Nov. 5, 1932; Wm. Henry Smith, Hist. U.S., 401; My attention is directed to the fitting out of privateers, which I hope will make them swarm here. Is it not time to encourage individuals to exert themselves this way? If the continent should fit out a heavy ship or two, and increase them as circumstances shall admit, the colonies large privateers, and individuals small ones, surely we may soon expect to see the coast clear of cutters (Mr. Gerry to Mr. Adams, Oct. 9, 1775, Austin Life of Elbridge Gerry, 116-117); The debates in Congress contained much of interest. Jay on Oct. 20, 1775 in debate in Congress: "We have more to expect from the enterprize, activity and industry of private adventurers than from the lukewarmness of assemblies * * * Public virtue is not so active as private love of gain" (Jour. Cong., III, 496); In debate in Congress, Oct. 30, 1775 Ross said "we can't get seamen to man four vessels. We could not get seamen to man our boats, our galleys. Wythe, Nelson and Lee for fitting out four Ships" (id., 504); And while this talk was going on General Washington was manning his Continental naval warships.

121. It has been said, that the first regular legislation of Congress, in reference to a Marine, with a view to resist the aggressions of the British Parliament, dates from a resolution of that body, passed the 13th of October, 1775 (Cooper, Hist. Navy U.S., I, 84); "The first official step towards the formation of a National American Navy was taken on October 13, 1775, when the Continental Congress ordered" two swift vessels to be equipped (Benjamin, Naval Academy, 17); Spears, Hist. Navy, I, 30; A & N Reg., Nov. 5, 1932.

122. DeKoven, John Paul Jones, I, 82.

123. Jour. Cong., Oct. 27, 1775, III, 308; A & N Reg., Nov. 5, 1932.

124. "Resolved, That the second vessel ordered to be fitted out on the 13th Inst., do carry 14 guns, with a proportionable number of swivels and men. Resolved, That a Committee be appointed to carry into execution with all possible expedition the resolution of Congress on the 13th Inst., the one of ten and the other of 14 guns.

124. Continued.
Resolved, That two other armed vessels be fitted out with all expedition, the one to carry not exceeding 20 Guns, and the other not exceeding 36 Guns, with a proportionate number of swivels, and men, * * *" The committee was increased to seven members (Jour. Cong., III, 311-312); "October 30, 1775 is an important date in naval legislation. Congress resolved to arm the second of the vessels already provided for with fourteen guns and also authorized two additional vessels" for "the protection and defence of the United Colonies. By this vote Congress was fully committed to the policy of maintaining a naval armament. On the same day a Committee of seven was formed" (Allen, Nav. Hist. Rev., I, 23; See also Jour. Cong., Oct. 6, 7, 13, 17, 30, 1775).

125. Paullin, Navy Amer. Rev., 39; Wm. Henry Smith, Hist. U.S., 401.

126. See MC Hist. v I, ch. IX; See also Field, Esek Hopkins, 78; Jour. Cong.

127. Jour. Cong., Nov. 2, 1775, III, 316; Beck, Hopkins Let. Bk., 7; Allen, Nav. Hist. Rev., I, 28; "The title of Commander-in-Chief was never again conferred upon a naval officer" (Beck, Hopkins Let. Bk., 35); See also DeKoven, John Paul Jones, I, 164-165; A & N Reg., Nov. 5, 1932.

128. Field, Esek Hopkins, 77-79 cited by Paullin, Navy Amer. Rev., 52; Stephen Hopkins to Esek Hopkins Nov. 6, 1775, Field, Esek Hopkins, 9; Coll. R.I. Hist. Soc., VI, 138; Beck, Hopkins Let. Bk., 11.

129. Stephen Hopkins to Esek Hopkins, Nov. 6, 1775 quoted in Beck, Hopkins Let. Bk., 9; Allen, Nav. Hist. Rev., I, 30-31, citing Field, Esek Hopkins, 78.

130. A Return of the Grand and Petty Jury of Philadelphia County, Sept. 2, 1701 gives name of Samuel Nicholas (Penna. Mag. Hist. and Biog., XVI, 136); Entries in Reynell's Journal show cost of the Torrington in 1729. "To paid Samuel Nicholas Bricklayer for making ye fireplace - 1 - 13 - 1." (Penna. Mag. Vol. 56, 160, 162); "Samuel Nicholas, a bricklayer in Philadelphia was one of the earliest members of St. John's Lodge. He died some time between Oct. 18, 1734 and Nov. 25, 1734 when his will was proved." (Sachse, Old Masonic Lodges, of

130. Continued.
Pa., I, 39); Samuel Nicholas, who appears as an original member of St. John's Lodge may have been an ancestor of Major Nicholas. (id., 39); A group of worthy citizens of Philadelphia met at the Philadelphia Coffee House, S.W. corner of Front and Market Streets in 1766 to organize a Fox Hunting Club. On October 29, 1766 twenty-seven gentlemen mutually asgreed to pay funds, etc. "to provide and keep a kennel of Fox Hounds," and among them was Samuel Nicholas. At the first meeting of the "Fox Hunting Club", held on December 13, 1766 at James Massey's, was Samuel Nicholas. James Massey was their huntsman. (Hist. Schuylkill Fishing Company, 1889, 407); No. 102 Admitted Members, May 1, 1760. Samuel Nicholas. Born, ---. Died, ---. Buried in Friends' ground, August 27, 1790. Married Mary Jenkins, of Jenkintown, Pa., in 1778. Member of the Gloucester Fox Hunting Club, 1766. In 1775, commissioned Captain of Marines, and Major in 1776. (Hist. Schuylkill Fishing Company, 1732-1888, I, 341, 367; For information of Nicholas and Schuylkill Fishing Company see USMC Gaz., Nov., 1933, 11-12); Mrs. Jenkins once kept a famous house in Market above Fourth Street; and the Conestoga Inn, by Major Nicolls, in the same neighbourhood, was quite a military and western-men hotel. (John F. Watson, Annals of Phila. and Pa. in Old Time, I, 466); "The Conestoga Wagon, a tavern kept by Major Samuel Nicholas, on Market Street, between 4th and 5th Streets (Philadelphia) on the site of the present No. 410." A Committee of the Congress, of which Washington was a member held meetings here. (Pa. Mag., Vol. 56, 125-126); The following were tavern-signs in Philadelphia in 1785: Conestoga Wagon (Samuel Nicholas), Market Street above Fourth; (John F. Watson, Annals of Phila. and Pa. in Old Time, III, 345, 347-348, 352, 354); The Philadelphia Directory for 1785, Francis White Editor, page 53, gives Nicholas, Samuel, sign of Connostogoe Waggon, Market between Fourth and Fifth Streets. (USMC Gaz., Nov., 1933 7); In his diary on May 17, 1775 George Washington wrote "Went to the Commencement at the College (College of Phila. later University of Pa.), and dined at Mr. Samuel Griffin's. After wch. attended at Comee at the Conistoga Waggon." "The Conestoga Wagon Inn was on Market St., above Fourth, and was run by a Major Samuel Nicholls or Nicholas." (Fitzpatrick, Diaries of Wash., II, 196); The result was unfavorable to the petitioners. Captain Thomas Hartley, (who had been commander of the expedition against the Indians concerned in the Wyoming

130. Continued.
Massacre,) wrote to "Captain Barry near Philadelphia, in care of Major Samuel Nicholson, Conestoga Wagon, Philadelphia," saying under date of New York, June 25th, 1790: (Griffin, John Barry, 283); 10717. NICHOLAS-JENKINS. - Major Samuel Nicholas, Marine officer of the Rev from Phila. m---- Jenkins. His sons were Samuel, Jr., and Charles Jenkins Nicholas. Wanted given name of his w and was she dau of William Jenkins? Was Enoch Jenkins a s of Wm. Jenkins? Enoch ser in Robert Mullan's Co. of Marines, Sept. 13, 1776. James Jenkins, s of Wm., m Sarah Harriet. - Was she a Miss Durant? Wanted her parentage and all dates. - S.S. (DAR Mag., Nov., 1922, p. 688); John Reynell in 1736 married Mary (nee Coates) Nicholas, widow of Samuel Nicholas. (Some Colonial Ships built in Phila., Article by Harrold E. Gillingham in Penna. Mag., Vol. 56, pp. 156-186); "Whereas, Samuel Nicholas, son of Samuel Nicholas, late of the city of Philadelphia in the Province of Pennsylvania, deceased, and Mary Coates, daughter of Thomas Coates, late of the said city also deceased, * * *" Signed by many Friends (Quakers) including Samuel Nicholas, Mary Nicholas, Margaret Nicholas, Jno. Nicholas, Jane Nicholas, Ant Nicholas and May Nicholas. (Am. 10155, March 15, 1726 - "Certificate of marriage to Mary Coates of Samuel Nicholas," Hist. Soc. of Penna.); "Major Nicholas in November 1775 entered into the service of these United States in the capacity of a Captain of Marines in the Fleet commanded by Commodore Hopkins, and was on board his ship as the Oldest Officer of Marines. * * *" (Pap. Cont. Cong., 19, IV, 533, et seq.); Samuel Nicholas married Miss Mary Jenkins, at Friends Meeting, and had two sons, Samuel, Jr., and Charles Jenkins Nicholas. The former was the grand-father of Dr. J. Nicholas Mitchell of Germantown, who died in 1924. Dr. Mitchell had in his possession the wedding certificate of Major Nicholas and his original commission as Captain of Marines, dated November 28, 1775. He also had a small miniature of the Major. Dr. Mitchell sent photographs of the commission dated Nov. 28, 1775 and of the miniature to Major Edwin N. McClellan in 1921; Your letter asking for information about my great grandfather Samuel Nicholas was forwarded to me here and slightly delayed. I am very sorry to say that I know very little about Major Nicholas and know no one who has any knowledge about him. He married a Miss Jenkins (have his wedding certificate at friends meeting) and had two sons,

130. Continued.
Samuel Jr., and Charles Jenkins Nicholas. The former was my grandfather. I have the commission of Samuel Nicholas as a Captain in the Marines. The later one has been apparently lost. I have a small miniature of him which I suppose might be photographed and which I will have done if you desire. He was a member of all the Clubs formed in the early days after the war and was I think one of the first, if not the first, Secretary of the Society of the Cincinnati. He died quite a young man. I have tried before now to find out something more about him without success and would be very glad to know. (J. Nicholas Mitchell at Hotel Raleigh, Atlantic City, N.J., to Ethan Allen Weaver, 251 Harvey St., Germantown, Phila.,Pa., March 6, 1921, letter furnished Major Edwin N. McClellan); Back in 1921 I corresponded with Mr. J. Nicholas Mitchell, Hotel Raleigh Atlantic City, N.J., the great grandson of Major Samuel Nicholas, the Senior Marine Officer of the American Revolution. He supplied me with a photograph of the commission of Samuel Nicholas as Captain of Marines and also with his likeness. After his death I have been in contact with his son Mr. C.T. Mitchell of Glen Ridge, New Jersey. I wrote to Mr. Mitchell just recently requesting him to furnish me with information concerning Samuel Nicholas as a Freemason. Sachse in his "Old Masonic Lodges of Pennsylvania," I, 39, refers to a Samuel Nicholas of Philadelphia who was one of the earliest members of St. John's Lodge and who died sometime in 1734. I wonder if you know whether or not he was an ancestor of Major Samuel Nicholas. The same authority in Volume I, 296 states that "S. Nicholas," was Junior Warden of Lodge number 13 A.Y.M. of Philadelphia on January 24, 1783 and on page 297 shows "Samuel Nicholas," as a member of the Lodge on August 13, 1783. I am seeking information which would show that the above Samuel Nicholas was our Major Samuel Nicholas of the Revolution and of course, your ancestor. Mr. C.T. Mitchell in his letter of May 1, 1932 referred you to me stating that you were his cousin and more familiar with the family history than he was and gave me your address. (Major E.N. McClellan, to Dr. Elsie Reed Mitchell, 64 Barrow Street, New York, N.Y. May 3, 1932, U.S.M.C. Arch.); "I received with great pleasure your letter of May 16, enclosing extracts of the Marine Corps History containing references to Samuel Nicholas. I am indeed proud to have such a distinguished connection. I am afraid this same pride, however, will prevent me from parting with the commis-

130. Continued.
sion - at least for the time being. Or because it is I associate it rather intimately with the memory of my father." (C.T. Mitchell to Major E.N. McClellan, 26 May, 1925); "On November 28, 1775" a "Commission as Captain of Marines was made out to Samuel Nicholas, of Pennsylvania, and signed by John Hancock, President of the Continental Congress. It was the first commission issued to anyone in the Continental Naval Service * * * This commission is still in existence and is in the possession of Mr. C.F. Mitchell, of Glen Ridge, N.J., a descendant of Major Nicholas." (MC Gaz., Dec. 1925, 194 cited in McClellan, Hist. U.S.M.C.); "as far as is known today, Capt. Samuel Nicholas received the first Naval Commission signed. It is dated November 28, 1775, and is in existence today" (A & N Reg., Nov. 5, 1932, 378); Leatherneck, May 2, 1925; "Major Nicholas, the first Marine Officer, was commissioned a Captain on November 28, 1775." (USMC Gaz., Dec., 1925, 130); The "oldest officer of the Marines" and other Marine officers such as Isaac Craig and Robert Mullen, were commissioned by Congress in November, 1775, to command the Marine Detachments on the vessels of the Continental Navy. (Leatherneck, Nov. 27, 1920, 1); Nicholas wrote a letter to the President of Congress in Philadelphia, reading in part as follows: "In the month of November, 1775, I entered the service in the capacity of a Captain of Marines, in the fleet commanded by Commodore Esek Hopkins, and was on board his ship as the oldest officer of Marines." (id., Nov. 27, Dec. 18, 1920, 4); "In the latter part of December, 1775, (probably some time after December 22) Commodore Esekiel Hopkins stepped into his barge at the foot of Walnut Street, Philadelphia, and was pulled thru the ice to his flagship the Alfred. As he reached deck the Marine Guard under Captain Samuel Nicholas rendered honors, and Lieut. John Paul Jones broke out from the masthead a yellow silk flag bearing a device representing a pine tree, with a rattlesnake about to strike, coiled at its root, with mottoes: 'Don't Tread on Me,' and 'An appeal to God'." (id., Nov. 27, 1920,1); Samuel Nicholas was Captain of Marines on the Alfred when she sailed in February, 1776. (Hopkins Pap., 186, Navy Arch.); The official inauguration of Camp Samuel Nicholas took place on Tuesday, June 29, 1926, at 4:00 P.M., and our most significant guests of honor were the founder's great great grandson, Mr. Charles Thomas Mitchell of 60 High Street, Glen Ridge, New

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Jersey, his wife, nee Anna Gantvoort, and two young daughters, Florence Elizabeth and Anna Rosalie Mitchell. Neither son, John Nicholas nor William Gantvoort Mitchell could be present, the latter then being in service with the First Coast Artillery, Panama Canal Zone. * * * Mr. Mitchell brought with him, as requested, the original commission of Samuel Nicholas dated November 28, 1775, and it was read aloud to the guests during the reception that followed in Tun Tavern. (USMC Gaz., Nov., 1933, 6-7); The name of Samuel Nicholas is included in List of Paullin. See also Allen, Nav. Hist. Rev., II, 710, which shows him as Major on June 25, 1776; Major Samuel Nicholas appointed June 25, 1776 (Hamersly's Gen. Reg. U.S. Navy and Marine Corps, 9); Included in Doyle Sweeny's List, 24, Nav. Rec. Div. with the remark "He was a Major of Marines." Note. In Sweeny's List Major Samuel Nicholas' name is spelled "Nicolas" and he is listed under the caption: Captains; Paullin, Navy Amer. Rev., 512 is wrong with "Nichols"; Cooper, Hist. Navy U.S., I, 90, 91; Neeser, Des. Shuldham; Leatherneck; Collum, Hist. USMC, 23, 24 spells name of "Nicholas" incorrectly as "Nichols"; A "Major Nicholas", July 4, 1775 (Pa. Col. Rec., X, 283); Made report dated Apr. 10, 1776, relative to the "First Naval Battle of an American Squadron"; See also MC Hist. v I, ch. XVI; Commanded 200 Marines and 70 Bluejackets in capture of New Providence, Bahamas, March 3, 1776; on board Alfred, off Long Island, when Hopkin's Squadron engaged the Glasgow, April 6, 1776; reported to Marine Committee at Philadelphia in June, 1776, and assigned to duties of administering affairs of Marines; promoted Major of Marines, June 25, 1776; after the Battle of Princeton accompanied Washington north to Morristown, where his battalion was assigned to artillery duty; in early summer of 1777, returned to Philadelphia and resumed his usual duties; the records show that from this date until at least April 28, 1783, he was on duty in Philadelphia, despite strenuous efforts to secure more active duty; part of this period he was "Muster Master in the Department"; In the "Reorganization of the Affairs of the Marines" during the year 1776, and on June 25, 1776, a number of officers were appointed, among whom was Major Samuel Nicholas. (Leatherneck, Dec. 18, 1930, 1); See also id., Dec. 11, 1930, 1; "I send these by Captn. Nicholas who I have given leave to go to Philada. partly on his own business and partly with design that he may give you any information which you may think necessary to be inform'd of which may have slip'd my attention as

130. Continued.
I think him very Capable of giving you an impartial history of our whole Proceedings," wrote Commodore Hopkins, on June 19, 1776 to John Hancock, Esqr., Presi. of Mar. Com., at Phila. (Hopkins Let. Bk., Original in R.I. Hist. Soc. and copy in Navy Arch., 26); Beck, Hopkins Let. Bk., 73; Nav. Rec. of the Amer. Rev., 1775-1788, 183, 186 (C.C. 32, 217; C.C 78, 17 301; C.C. 19, 4, 533), contains a memorial to Cont. Cong. by Major Nicholas and two reports by Committees of Cong. The Memorial dated August 10, 1781, recites that Samuel Nicholas had entered service on fleet of Commodore Esek Hopkins as Captain of Marines in 1775; details service since that date; in June 1776 was made Major; as resolutions of the Admiralty prevented service of Major of Marines on smaller vessels than ships of the line, Nicholas had been kept from sea service much of the time and compelled to serve on land; requests Congress to do him justice as to pay and prize money under these circumstances; See DAR Mag., June, 1921, 306; Irving Pap., IX, 88, in the Pa. Hist. Soc., (Phila.) contains an indorsement on a letter of J. Duncan to Wm. Irving signed by Major Samuel Nicholas reading "Forwarded by your Humble Servant."; Member of a court-martial that tried Captain Abraham Whipple, commanding officer of the Columbus; Member of a court-martial that tried Captain John Hazard, commanding officer of the sloop Providence. (Hopkins Pap., Navy Arch.); Commodore Esek Hopkins sent him to Cont. Cong. at Phila. from Providence, R.I., with despatches and to give full information to John Hancock in June of 1776. (Hopkins to John Hancock, June 19, 1776, Hopkins Let. Bk., 26); "Resolved, That the Secret Committee be directed to deliver to Major Nicholas, a number of musquets, sufficient to arm the Marines raising under his command in this city [Philadelphia]" (Jour. Cong., Aug. 22, 1776 quoted in Leatherneck, Jan. 1, 1921, 1); For Major Nicholas' service with General Washington See MC Hist., v I, ch. XX; Jan. 22, 1777 - "This afternoon went about 2 miles to Major Nickels at Sweet town to get a wagon" (Penna. Mag. Hist. and Biog., VIII, 272); Aug. 8, 1777 "That there is due, to Major Samuel Nichols, for himself and a detachment of three Cos of Marines which he commanded on artillery duty, for which they were to receive additional pay, viz. Capt. Porters Co., from 1st Feb. to 1st July; Capt. Mullen's Co., from 1st Feb. to 1st March; & Capt. Deane's Co. from the 1st Feb. to the 1st April, the sum of 895 15/90 dollars." (Jour. Cong., VIII, 624-625); At a meeting of the

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Governor and Council of Safety holden in Lebanon, Sept. 24, 1777. Voted, That an order be drawn on Capt. Russell Woodbridge to deliver to Maj^r Saml Nicholas from Philadelphia ten chests of the Continental arms in said Woodbridge's custody lately brought from Springfield, taking his receipt for the same. Permit d^d to Maj^r Nicholas Septr 24th 1777. (Hoadly, Rec. St. of Conn., I, 400); "Major Nicholas is appointed by the Board of War to superintend the transportation of clothing from Boston to Springfield and Hartford" (Letter of Geo. Washington to General Heath, Sept. 22, 1778 at Headquarters, Fredericksburg, and contained in Mass. Hist. Soc. Coll. 5th Ser., Vol. 4, p. 95); August 8, 1778: "The Board of Treasury having recommended sundry persons (for) signers of the continental currency, Congress" elected Samuel Nicholas. (Jour. Cong., XI, 765); Samuel Nicholas was a member of the Patriotic Association of Philadelphia, 1778. (Pa. Mag. Vol. 23, p. 358); After the campaign of 1779, Governor Morris, Josiah Hewes, James Wharton, Samuel Nicholas, Tench Francis, William Govett * * *, convened by appointment at his quarters and resolved to reorganize and continue the Fishing Company. Events however frustrated the execution of their wishes for some time. (Hist. Schuylkill Fishing Company, 1732-1888, I, 41); On May 27, 1779, "Eleazer Cary of Windham exhibited his account to the Board (Council of Safety of Connecticut) for his entertaining Messrs. Nicholas and Mark Foquett, employed by Congress to inspect the gun-powder mills in the United States and instruct the manufacturers in the best method of making the same, and adjusted and allowed the sum of £ 302 14 1, 11 d, and that the Committee of Pay Table be directed to draw on the Treasurer for the same." (Hoadly, Rec. St. of Conn., II, 347-348); May 29, 1779, "Resolved: That * * * Samuel Nicholas * * * be appointed signers of the Continental bills of Credit" (Jour. Cong., XIV, 667 and note); On August 10, 1781 Samuel Nicholas of Philadelphia wrote to the President of Continental Congress, Thomas McKean, asking for pay and prize money as he had been kept from sea service due to the resolution of the Admiralty preventing a Major from serving on smaller vessels than ships of the line. (C.C. 78, 17, 301, cited in Nav. Rec. Rev., 183, Navy Arch.); Ordered "That a letter of this day, from S. Nicholas (sic), Major of Marines, be referred to the Board of War" (Jour. Cong., Aug. 10, 1781, XXI, 851

130. Continued.
citing Pap. Cont. Cong., No. 78, XVII, folio 301); A report of the Board of War dated War Office, August 15, 1781, was read in the letter of Captain J. P. Jones, Major S. Nicholas, and a petition of Joseph Hardy: "The Board have considered the memorial of Capt. P. Jones, Major S. Nicholas and Captain J. Hardy referred to them, and beg leave to observe that they are altogether unacquainted with the rank and mode of giving command to the Marine Officers; under these circumstances we flatter ourselves Congress will pardon us in wishing not to give our opinion on a subject we have so little knowledge of." (Jour. Cong., Aug. 20, 1781, XXI, 884-885); "That the facts are related in memorial of Major Samuel Nicholas (sic) of Marines are true, and therefore it is of the opinion of this committee that he is entitled to his pay unto the present time, and also that he be appointed to command the Marines on board the ship America, and directed to repair immediately on that service, and that he be entitled to draw the share of prizes alloted to a captain of Marines" (id., Sept. 7, 1781, XXI, 942-943); Congress order to pay above sums by Paymaster "of the Navy Board." Ordered that so much of the report as relates to Major Nicholas be re-committed. (id., 943); "Resolved, That Major Nicholas' accounts be settled up to the 25th day of August, 1781, at which time he be considered as retiring from the service" (id., Nov. 22, 1781, XXI, 1131); According to the Form and Effect of a certain Act of the United States in Congress assembled of the Twentieth Day of November 1781 in that behalf made and provided you Samuel Nicholls James Craig and Nathaniel Falkner are hereby appointed a Court to enquire into the Cause of the Loss of the ship or vessel of war the Trumbull in the Service of the United States by Capture to the End that if it shall appear that the same was occasioned by the Negligence or Malconduct of the Captain or any other commissioned Officer belonging to the Ship or Vessel of War so lost a Court Martial be held for the Trial of the Officer so offending. And of your proceedings herein make due Return into this Office. Given under my hand in the Marine Office of the United States this twenty first Day of November in the year of our Lord one thousand seven hundred and eighty one. Robert Morris. (Robert Morris to Major Samuel Nicholls, Mr. James Craig & Mr. Nathaniel Falkner, Photostat in N.Y. Pub. Lib.); "For want of naval officers of a proper rank in this Place I was obliged to constitute a Ct. of

130. Continued.
Enquiry on the loss of the Trumbull frigate, without them, and accordingly appt. Major Saml Nicholas of the Marines, Mr. James Craig & Mr. Nathaniel Falconer, two gentlemen that were formerly eminent in their profession as Sea Captains * * * [& proceedings & opinions laid before Congress]." (Robert Morris, Navy Office, Nov. 30, 1781, to Pres. Cong., Pap. Cont. Cong., 50, II, 55); Philadelphia, 28 April 1783. "The Memorial of the Officers in the Navy of the United States in behalf of themselves and the absent Officers, seamen and Marines thereof," to Continental Congress, at Philadelphia, on April 28, 1783, was concerning pay. It was signed by prominent naval officers such as James Nicholson, Thomas Read, Hoysted Hacker, Joshua Barney, John Nicholson, and four Marine Officers, Samuel Nicholas, "late Major of Marines," "Jos. Hardy, Captn Marines," "Gurdon Bill Lieut. Marines," and "Robert Mullan, Capt. Marines. (Pap. Cont. Cong., No. 41, 99, Memorials); It was founded under the name of "The Colony in Schuylkill" by a few of the original settlers. It later adopted the name of "The Schuylkill Fishing Company of the State in Schuylkill." (Hist. Schuylkill Fishing Company, 1889, 15); At a regular meeting held in March 1781 "at St. Ogden's or Joseph the Ferryman's Inn," was present Samuel Nicholas. (id., 42); A Committee was appointed at this meeting to have the "long abandoned Castle, Navy and Dock yard," all thoroughly repaired. Nicholas was one of the four members of the Committee. The above Committee, at a business meeting held March 23, 1782 at St. Ogden's (Joseph Ogden kept the middle ferry over the Schuylkill, at Market Street) reported the accomplishment of service with a bill of expenses amounting to £ 12 14 5 which was approved and they were thanked and honored with a like commission for the present year. A new tender for the Navy was ordered. (id., 44); On October 11, 1782, "whilst grim visaged war still raged in the land, but peace in prospect, a meeting was convened at Mr. Ogden's Inn," at which Samuel Nicholas was present. (id., 45); At this meeting a committee reported that thirteen gentlemen had reestablished "this State in 1779," including Samuel Nicholas. (id., 49); A Meeting was held on October 17, 1783. In March 1786 the Citizens of the State were only 21 in number. "Two new Frigates were reported, as built for the increase of the Navy, and then riding in anchor, equipped for immediate service." Meeting on May 1, 1786. Meeting on June 8, 1787. "The

130. Continued.
March meeting in 1789, was held at Samuel Nicholas' Inn, sign of the Conestoga Wagon, north side of Market Street, above Fourth, * * *". "Fourteenth March, 1793, the Company convened at the Widow Nicholas' Inn, Market Street, * * *" (id., 53); "October 9th, the same year (1794), a few members convened at the Widow Nicholas' * * *" (id., 54); In October, 1794, a large meeting assembled at Mrs. Nicholas'. (id., 55); Samuel Nicholas served as a Counsellor on some date after 1783. (id., 344); Samuel Nicholas, Major of Mars. (Marines) Ed. '75 der 81 Phila. (Florence E. Young, Order of the Cincinnati, Lists of Original Members, 43, citing Proc. Gen. Soc. and By Laws Pa. Soc., Phila., 1841, p. 9 et seq. also Pa. Soc., 1909); Samuel Nicholas, Major of Mars. [marines] Ed. '75 der. 81 Phil. (R.C.p.1) Son, Samuel Nicholas, 1802. Grt. grd. son, Thomas Mitchell, 1891. (Synopsis of Rec. of State Soc. of Cincinnati of Pa. brought down to July, 1891, p. 34, DAR Lib.); Signature of Samuel Nicholas "Samuel Nicholas, Major of Mars. [Marines] Ed. '75 der. 81 Phil. (R.C.p.1)." (Soc. of Cincinnati of Pa., Ed. of 1909, 36); Nicholas, Samuel, Major O.M. [Original Member] Pennsylvania, Nicholas, Samuel, son, adm. 1802, Mitchell, Thomas, g.g.son, adm. 1891. (William Sturgis Thomas, M.D., Members of Soc. of Cincinnati, 111, DAR Lib.); Served on the Standing Committee of the State Society of the Cincinnati of Pennsylvania from 1785 to 1788. (Soc. of Cincinnati of Pa., Ed of 1909, 107); Her hereditary descendent held the membership in the Cincinnati. Thomas Mitchell, a great grandson of Major Samuel Nicholas was admitted in 1891 (Dr. Wm. S. Thomas, Members Soc. Cincinnati, 111); Major S. Nicholas was a member of the Standing Committee of Society of Cincinnati from 1785 (Phila. Directory, 1785, Francis White Editor, 97; USMC Gaz., Nov., 1933, 7); Original parchment roll of Society of Cincinnati of Pennsylvania shows Samuel Nicholas, Major of Marines ⅃ 75, dis. d 81 Philadelphia. (Hist. Soc. Pa.; USMC Gaz., Nov., 1933, 8); His certificate of membership in the Cincinnati signed by Washington and Knox, is in the possession of my oldest brother Samuel's daughter Mary in Sedgewick, Colorado. She is married and has three sons. His emblem of membership in the Cincinnati is at present loaned to the Metropolitan Museum of New York, and is in its "Americana." It belongs to me. I have also a seal with a crest, a deer's head with antlers. It is said to be the Nicholas crest, but I was never sure

130. Continued.
until I met a granddaughter of Samuel Nicholas' son, Charles Jenkins Nicholas, who had the same from her grandfather. (Dr. Elsie Reed Mitchell, 64 Barrow Street, Manhattan, N.Y. to Major Louis Estell Fagan, USMC, USMC Gaz., Nov., 1933, 9); "January 24, 1783. Lodge No. 13 [A.Y.M.] makes the following return of their officers for the ensuing six months: . . . S. Nicholas, J.W." (Sachse, Old Masonic Lodges of Pa., I, 296); id., 297 shows "Samuel Nicholas" as a member on August 13, 1783; See also DAR Mag., Sept., 1932; "Died at Philadelphia. Major Samuel Nicholas, of the late American Army." (Boston Independent Chronicle and the Universal Advertiser, Sept. 9, 1790; Columbian Centinel of Boston, Sept. 8, 1790, p. 3); The burial place of Major Samuel Nicholas is not known at this date. There are four graves in the Woodlands Cemetery in Philadelphia. Quartermaster Sergeant Webb, USMC visited Woodlands Cemetery, Philadelphia in May, 1925. The records of the cemetery show very little. They denote the location of the grave of the members of the family who were buried there. Apart from these slim records, the custodian of the cemetery knows virtually nothing about them. The graveyard was established in 1845, so of course there were no burials there prior to that date. The only "Nicholas" name in the cemetery is that of the Nicholas family in which the Marine Corps is interested. Webb attached a sketch showing inscriptions on gravestones: Grave of Samuel Nicholas Born September 2d, 1780 Died August 15th 1852; Maria, wife of Samuel Nicholas Born November 4th, 1784 Died January 16th 1869; Mary J. Nicholas Born June 11, 1787 Died June 9, 1847; Samuel Nicholas Jr. Born May 26, 1824 Died July 11, 1853. Note: The date 1780 at top of large stone is almost obliterated but a number of observers believe the final figure is "0", although it may be some other numeral (J. H. Swan, USMC Recruiting Bureau, Phila. to Major E. N. McClellan, May 20, 1925, USMC Arch.); I am sorry to report that I have been unable to locate as yet the grave of Samuel Nicholas. In the family lot at Woodlands, Phila. is the following record. Samuel Nicholas born Sept. 2, 1780, died Aug. 15, 1852. This is evidently the Major's son. There is also a record of his wife and two children. This is the only information I have received, and a cousin to whom I wrote in Phila. knows nothing further. Unfortunately the preceding generation are all gone and their knowledge with them. I have the original of the commission you refer to, as Captain, dated Nov. 28, 1775.

130. Continued.
I also have a very fine portrait of Samuel Nicholas, the major's son, as a young man, painted by Rembrandt Peel. (C.T. Mitchell, 60 High Street, Glen Ridge, N.J., to Major E.N. McClellan, May 14, 1925, USMC Arch.); In the documents of the Genealogical Society of Pennsylvania Gilbert Cope Collection, "Permits for Interments, Friends Burial Grounds, Philadelphia," page 111, from the original papers of the Arch Street Meeting, it was stated that a permit was granted for the interment of Samuel Nicholas on August 27, 1790. The age was recorded as 46 years. In a letter to me dated February 17, 1932, from one of our best Pennsylvania historians, Charles Francis Jenkins, he writes: "He (Samuel Nicholas) was born in Philadelphia in 1744 and died there August 27, 1790. He was a son of Anthony Nicholas." The land in which Major Nicholas is buried is the second oldest cemetery in Philadelphia, and contains no headstones. (USMC Gaz., Nov., 1933, 7); Major Nicholas left no will; a letter of administration was granted September 8, 1790, to his widow, Mary Nicholas. This is numbered 69 and is at City Hall, Penn Square, Philadelphia, in Book 1, page 232. (USMC Gaz., Nov., 1933, 7); Facsimile of letter of Administration granted Mary Nicholas et al, Sept. 8, 1790 for settlement of Samuel Nicholas Estate is set forth in id., 8);Wills at the City Hall, Phila. are as follows: Samuel Nicholas Date 1709 Book C Page 162 No. 127. Samuel Nicholas Date 1734 Book E Page 306 No. 384. Samuel Nicholas Date 1852 Book 28 Page 332 No. 248. (USMC Gaz., Nov., 1933, 9); "* * * and Dr. Joseph Redman who married Rebecca Turner nee Bird. They had two daughters, Elizabeth who married Samuel Ewing in 1810, and Maria, Samuel Nicholas, in 1814. All these Redmans were members of Christ Church, and are buried in the Cemetery at Fifth and Arch streets," Philadelphia. (Lucy E. Lee Ewing, Dr. John Ewing, 66); Major Samuel Nicholas (John C. Fitzpatrick, Washington's Diaries, II, 196); A Destroyer was named in memory of Major Samuel Nicholas (Gen. Order, 466, May 12, 1919).

131. See MC Hist., v I, ch. XVI, v II, ch. XVI.

132. USMC Arch.; USMC Gaz., Dec., 1925, 130; A & N Reg., Nov. 5, 1932.

133. "It is the oldest Federal Naval Commission in existence today. Others may have been issued but the original

133. Continued.
commissions are not known to exist today" (USMC Gaz., Nov., 1930, 10); A & N Reg., Nov. 5, 1932; The Delegates of the United Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the Counties of New-Castle, Kent, and Suffex on Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, to Samuel Nicholas Esquire. We reposing especial Trust and Confidence in your Patriotism, Valour, Conduct and Fidelity, Do by these Presents, constitute and appoint you to be Captain of Marines in the service of the Thirteen United Colonies of North-America, fitted out for the defence of American Liberty, and for repelling every hostile Invasion thereof. You are therefore carefully and diligently to discharge the Duty of Captain of Marines by doing and performing all Manner of Things thereunto belonging. And we do strictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your Orders as Captain of Marines And you are to observe and follow such Orders and Directions from Time to Time, as you shall receive from this or a future Congress of the United Colonies, or Committee of Congress, for that Purpose appointed, or Commander in Chief for the Time being of the Navy of the United Colonies, or any other your superior Officer, according to the Rules and Discipline of War, the Usage of the Sea, and the Instructions herewith given you, in Pursuance of the trust reposed in you. This Commission to continue in Force untill revoked by this or a future Congress. Philadelphia November 28th 1775. (USMC Gaz., Dec., 1925, 194; Photo of Commissions of Nicholas and Craig in id., June, 1921, 308 and Sept., 1921, 286-287; Photo of Nicholas' Commission in id., Nov., 1933); In a letter dated Glen Ridge, N.J., Nov. 17, 1925 to New York Herald-Tribune Charles T. Mitchell states he has this original commission in his possession and that Samuel Nicholas' commission as Major "has been lost" (N.Y. Herald-Tribune); Leatherneck, Nov., 1927, 8; USMC Gaz., Dec., 1925, 130.

134. On Nov. 5, 1775, John Adams, in Phila., wrote James Warren whether he thought "two or three battalions of Marines could be easily enlisted in our Province," (Warren-Adams Lets., I, 174, 181-182; Mss. Lets., John Adams, Coll. Mass. Hist. Soc., No. 72, I, 175, 182)

134. Continued.
of Massachusetts, and on the 14th of the same month Warren replied that "at least three battalions might be raised in this Colony" (id.); On the same date John Adams wrote to Elbridge Gerry that he was "to inquire what number of seamen may be found in our Province, who would probably inlist in the service, either as Marines or on board of armed vessels, in the pay of the Continent or in the pay of the Province, or on board of privateers, fitted out by private adventurers" (Works of John Adams, IX, 363; Burnett, Let. Members of Cont. Cong., I, 249; James T. Austin, Life of Elbridge Gerry, I, 97-98); Paullin, Navy Amer. Rev., 51; "The Naval Committee will be in want of seamen and Marines" (Corr. of Silas Deane, Coll. Conn. Hist. Soc., II, 332).

135. USMC Arch.; It was President John Adams, who, on July 11, 1798, approved the bill that created the Marine Corps as it exists today.

136. Commemoration of the Birthday of the Corps started in 1921 upon the following recommendation being approved: "1. In view of the fact that November 10th is the Birthday of the Marine Corps, the Corps being 146 years of age, I desire to place before you the important desirability of having the day declared a Marine Corps holiday and celebrated throughout the Marine Corps. The amount of celebrating that would take place could be limited to each Commanding Officer issuing a General Order to be read to his command, if it is felt that we have too many days of relaxation. It is the one day on which every Marine should have impressed upon him that he is an important integral part of an ancient and honorable organization. 2. I would further suggest that a dinner be held in Washington to commemorate this important date, at which prominent members of the Marine Corps, Navy, and Army and descendants of Revolutionary and other Marines be present. * * * I am sure the celebration of this event in this manner would be given wide publicity and create an interest in the Marine Corps among certain classes that would prove of agreeable assistance. 3. In view of the foregoing I recommend that a General Order be issued on this subject" (Major Edwin N. McClellan, Officer-in-Charge Hist. Section to Major General John Archer Lejeune, Oct. 31, 1921, File 1850, USMC Arch.); Accordingly, Marine Corps Orders No. 47 (Ser. 1921), November 1,

136. Continued.
1921 was issued, and later carried into USMC Manual as 1-55; The story of "The Birth Day of the Marine Corps" was published in DAR Mag., Nov., 1924, with photos of Jesse Root's letter of May 25, 1775, Res. of Cong., Oct. 5, 1775, and Res. of Nov. 10, 1775; Wash. Star, Nov. 4, 1923; Wash. Herald, March 13, 1925; Philadelphia Inquirer, Oct. 11, 25, 1925; Wash. Post, Nov. 8, 1925; Philadelphia Record, Nov. 11, 1925; "The Marines are clannish. They are all for one and one for all." (DAR Mag., March, 1925, 155); Leatherneck, Nov. 13, 1921, Nov. 11, 1922, Nov. 14, 1923, Nov. 8, 1924, pp. 2, 6, 16, May 2, 1925, Nov. 10, 1925, Dec. 1929 and subsequent numbers; See id., Jan. 10, 1925, p. 2 for interesting article on Marines' Birthday by Admiral Hugh Rodman; USMC Gaz., Nov., 1930, 9-10; President Calvin Coolidge on the 150th Birthday of the Corps wrote as follows to the Major General Commandant: "I regret exceedingly that, due to other engagements, I shall be unable to attend the ceremonies at Philadelphia, on November 10th, in celebration of the one hundred and fiftieth anniversary of the organization of the Marine Corps. Throughout the history of our country the Marine Corps has performed its duty faithfully and conscientiously. It has always lived up to its motto Semper Fidelis and I can give it no higher praise. Will you please extend to the members of the Corps my heartiest congratulations on its achievements in the past, and my best wishes for its success in the future" (USMC Arch.; Extracts from the foregoing letter are published in The Leatherneck, Nov. 10, 1925).

137. As early as May, 1775 and the future may disclose an even earlier date.

138. Jour. Cong.; In the "Corrected Journals" the word "Secret" is written on this resolution of Nov. 10, 1775. (See Note 141); For comparison of beginning of Army, Navy and Marine Corps See earlier part of chapter and prior notes; Greenwood, John Manly, xix-xxiii; Rear Admiral George M. Belknap in a paper called "The Old Navy" which he read on Jan. 5, 1897, said that this Resolution was "the first step in the creation of the Navy" (Naval Actions and Hist., 1799-1898, 19 - Papers of the Mil. Hist. Soc. of Mass., XII); Rear Admiral Colby M. Chester in USMC Gaz., Dec., 1918, 290, wrote that "Anyone who is at all familiar with 'the way we have in the Navy' can picture to himself the performance

138. Continued.
of this gallant Corps of Marine troops, the first regular military organization the country ever possessed, the two battalions which composed the Corps having been organized by a Resolution of the Colonial Congress in the year 1775, soon after General Washington had been authorized by this same authority to assume command of the State militia, which formed the Army of the rebelling colonies;" Cooper, Hist. Navy U.S., I, 295, wrote that "aware of the importance of such a body of men, on the tenth of November, 1775, or before any regular cruiser had yet got to sea, Congress passed a Resolution establishing a Marine Corps;" Rear Admiral W. V. Pratt in Nav. Inst. Proc., July, 1924, 126, wrote that "The Marine Corps is the oldest service;" "It was not until November 10th of that year (1775) that Congress resolved to create a Corps of Continental or Regular Marines" (Rear Admiral Hugh Rodman in The Leatherneck, Jan. 10, 1925, 2); "The United States Marine Corps came into existence before the organization of the Regular Navy" (Wash. City Sunday Gaz., Oct. 3, 1886 that published Res. of Nov. 10, 1775); "The Marines are a proud service, incidentally older in organization that either the Army or Navy. When the Navy consisted of privateers and 'Washington's Cruisers' and the Army consisted of individual State troops, the Marine Corps was under Federal organization" (Wash. Herald, March 13, 1925); The Marine Corps "is the right arm of the State Department" and "Presidential Troops" (Rear Admiral Hugh Rodman in The Leatherneck, Jan. 10, 1925, 2); Marines are "Presidential Troops" (DAR Mag., March 25, 1925, 158); "In 1775, The Founding Fathers provided that the National Defence should include Marines, they said, named as the First and Second Battalions of American Marines," etc. (USMC Gaz., Dec., 1925, 175); "One hundred and eleven years ago this month, before a single vessel of the U.S. Navy was sent to sea and before the organization of the Regular Navy, Congress passed the following resolution:" (Daily Evening Bulletin of San Francisco, Nov. 22, 1886); "On the 10th of November, before a single vessel of the Navy was sent to sea, the Corps was organized by the following resolution: * * *" (Burrows, Hist. MC., in Senate Doc., No. 719, 60th Cong., 2d Sess., ordered to be printed Feb. 15, 1909);"November 10 the Marine Corps was established" (Allen, Nav. Hist. Rev., I, 24); "The U.S. Marine Corps was first called into existence by an act of the Continental Congress of November 10, 1775, and gallantly served with distinction throughout the Revolutionary War" (Capt. Harrison S.

138. Continued.
Kerrick, C.A.C., U.S. Army, Mil. & Nav. America, 313, pub. in 1916); "On the 10th Congress ordered the organization of a Marine Corps" (DeKoven, John Paul Jones, 164-165); Maclay, Hist. Navy, 37; "Let there be Marines!" (USMC Gaz., Nov., 1930, 10, 95); DAR Mag., Nov., 1924, 682, and on p. 685 appears an illustration of the original resolution; id., March, 1925, 155; Nav. Inst. Proc., June, 1923, 958; USMC Gaz., Dec., 1925, 129, 175; Leatherneck, Nov., 1917, 8, April 11, 1925; Works of John Adams, III, 10; Pearson (Printer), Information in Regard USMC, (1875), 4; Clark, Nav. Hist. U.S., II, VI; A & N Reg., Nov. 5, 1932; For the Strength of two battalions of Marines authorized November 10, 1775 - Continental Congress on November 4, 1775 resolved that each regiment of the New Army "consist of 728 men, officers included; that it be divided into eight companies, each company to consist of one captain, two lieutenants, one ensign, 4 sergeants, 4 corporals, two drums or fifes and 76 privates" (Jour. Cong., III, 322); for estimated strength of these two Battalions of Marines see Hamersly's Nav. Encyc. 472; Parliament provided for 4,354 British Marines in 1775 (Nav. Chron. by Isaac Schomberg, I, 420); For a Nova Scotia mission See also Fitzpatrick, Wash. Writ., IV, 99, 111-113, 120, 292, 331.

139. Jour. Cong.; Although Marines were included in the 80 men provided by Res. of Oct. 13, 1775. See Note 120.

140. Every law directing the acquisitioning and manning of a naval vessel actually authorized a Marine Guard for it; USMC Arch.

141. That these two Battalions of American Marines were probably raised for an "expeditionary" mission is shown by the Jour. Cong., for November 10, 1775. The Secret Jour. Cong. for that date shows that Congress: Resolved "that two persons be sent at the expense of these colonies, to Nova Scotia, to inquire into the state of that colony; the disposition of the inhabitants towards the American cause; and the condition of the fortifications, docks, yards, the quantity of artillery and warlike stores, and the number of soldiers, sailors, and ships of war there; and transmit the earliest intelligence to General Washington. Resolved, That General Washington be directed, in case he should judge it practicable and expedient, to send into that colony a sufficient force to take away the cannon and warlike

141. Continued.
stores, and to destroy the docks, yards, and magazines, and to take or destroy any ships of war and transports there belonging to the enemy" (Secret Jour. Cong., I, 34-35; Jour. Cong., III, 348); The Secret Jour. does not contain the Resolution creating two Battalions of American Marines; Jour. Cong., III, 348 contains the note that "against the paragraphs in the 'Corrected Journals' is written the word 'Secret'." In other words the entire three paragraphs was held as secret by Continental Congress.

142. Nicolas, Hist. Rec. Royal Marine Forces, I, 18; Field, Britain's Sea Soldiers, I, 88; DAR Mag., Nov., 1924, 686; See also MC Hist., v I, ch. II.

143. N.Y. Gaz. & Weekly Mercury, Oct. 2, 16, 1775; Rivington's N.Y. Gazetteer, May 11, 1775 stating "six sail of transports, with Marines on board," bound for New Zealand.

144. The first Marine officer of the Penna. Navy probably was Captain William Brown, appointed some date prior to January 18, 1776 (Pa. Arch., 2d Ser., I, 475, V, 37, 106); See also id., 239 et seq; Maclay, Hist. Amer. Priv., 75-76; DAR Mag., Nov., 1924, 686; Scharff and Westcott, Hist. Phila., I, 299-300; Works of John Adams, II, 429; See Note 69.

145. Thomas Clark wrote a one-volume Naval Hist. in 1813 and a revised two-volume history in 1814.

146. Clark, Hist. Navy, II, 29; "At no period of the naval history of the world is it probable that Marines were more important than during the War of the Revolution," wrote James Fenimore Cooper, and "the history of the Navy, even at that early day, as well as in these latter times, abounds with instances of the gallantry and self-devotion of this body of soldiers" (Cooper, Hist. Navy,U.S., I, 295; this quotation also appears in A & N Chron., Nov. 21, 1839, 333; See also Nav. Inst. Proc., June, 1923, 957; DAR Mag., Jan., 1922, and July, 1923).

147. See in this connection Cooper, Hist. Navy, U.S., I, 293; Fitzpatrick, Wash. Writ., IV, 99.

148. Statement prepared in the Fourth Auditor's Office of the Treasury Department dated May 28, 1829 and communicated to the House of Representatives on May 25, 1830 states in part: "The first Marine Corps was established by the Continental Congress in 1775. * * * That this was then considered a part of the naval armament, is proven by the manner in which it is introduced. * * *" On December 20, 1874, at the Boston Navy Yard, Captain S.B. Luce, USN, wrote that "the United States Marine Corps has well sustained the high reputation for steadfast courage and loyalty which has been handed down to it from the days of Themistocles. But like their modern proto-types of Great Britain, they have felt the want of proper appreciation. In the Resolution of Congress of November 10, 1775, to raise two battalions to be called 'First and Second Battalions of American Marines,' it was enjoined that 'no person be enlisted into said battalions but such as are good seamen, or so acquainted with maritime affairs as to be able to serve with advantage by sea;' clearly showing that our legislators of that day, at least, had little conception of the nature of a properly organized Marine Corps" (Aldrich, Hist. USMC, 30); Even Paullin, the Prince of naval researchers, also went wrong on this. He wrote: "Such a requirement" of Congress in providing that Marines be "able to serve to advantage by sea when required" seems "to overlook the fact that the duties of Marines are military in character rather than naval" (Paullin, Navy Amer. Rev., 43); However, it would appear that Continental Congress had an excellent idea as to "Sea Soldiers," for it directed these Marines to be those soldiers of Washington's Army who were "so acquainted with maritime affairs as to be able to serve with advantage at Sea."

149. Commandant of Marine Corps to Sec. Navy, April 17, 1816, (USMC Arch.); USMC Gaz., March, 1922, 38.

150. Marines were authorized for the frigates in 1794 and were not gathered into a Corps until 1798. See MC Hist., v III, chs. III and IV.

151. Jour. Cong., Nov. 10, 30, 1775; Ford, Wash. Writ., III, 225, 274, cited in Paullin, Navy Amer. Rev., 43; Phila. Inquirer, Oct. 25, 1925; Nav. Inst. Proc., June, 1923, 959.

152. This interesting letter of Washington's read, in part, as follows: The resolve to raise two battalions of Marines will, (if practicable in this Army), entirely derange what has been done. It is therein mentioned, "one colonel for the two battalions"; of course, a colonel must be dismissed. One of the many difficulties, which attended the new arrangement, was in reconciling the different interests, and judging of the merits of the different colonels. In the dismission of this one, the same difficulties will occur. The officers and men must be acquainted with maritime affairs; to comply with which, they must be picked out of the whole Army, one from this Corps one from another, so as to break through the whole system, which it has cost us so much time, anxiety, and pains, to bring into any tolerable form. Notwithstanding any difficulties which will arise, you may be assured, Sir, that I will use every endeavor to comply with their resolve. I beg leave to submit it to the consideration of Congress, if those two battalions can be formed out of this Army, whether this is a time to weaken our lines, by employing any of the officers appointed to defend them on any other service? The gentlemen, who were here from Congress, know their vast extent; they must know, that we shall have occasion for our whole force for that purpose, more now than at any past time, as we may expect the enemy will take the advantage of the first hard weather, and attempt to make an impression somewhere. That this is the intention, we have many reasons to suspect. We have had in the last week six deserters, and took two straggling prisoners. They all agree that two companies with a train of artillery, and one of the regiments from Ireland, were arrived at Boston, that fresh ammunition and fruits have been served out, that the grenadiers and light infantry had orders to hold themselves in readiness at a moment's warning. As there is every appearance, that this contest will not be soon decided, and of course that there must be an augmentation of the Continental Army, would it not be eligible to raise two battalions of Marines in New York and Philadelphia, where there must be numbers of sailors now unemployed? This, however, is a matter of opinion, which I mention with all due deference to the superior judgment of the Congress. * * * There is no late account from Captains Broughton and Sellman, sent to the River St. Lawrence. The other cruisers have been chiefly confined to harbors, by the badness of the weather. The same reason has caused great delay in the building of our barracks; which, with a most mortifying scarcity

152. Continued.
of firewood, discourages the men from enlisting. The last, I am much afraid, is an insuperable obstacle. I have applied to the honourable House of Representatives of this Province, who were pleased to appoint a committee to negotiate this business; and, notwithstanding all the pains they have taken, and are taking, they find it impossible to supply our necessities. The want of a sufficient number of teams I understand to be the chief impediment. I got returns this day from eleven colonels, of the numbers enlisted in their regiments. The whole amount is nine hundred and sixty-six men. There must be some other stimulus, besides love for their country, to make men fond of the service. It would be a great encouragement, and no additional expense to the continent, were they to receive pay for the months of October and November; also a month's pay advance. The present state of the military chest will not admit of this. The sooner it is enabled to do so the better. (Ford, Wash. Writ., III, 235-238; Sparks, Wash. Writ., III, 163-164; See also Nav. Inst. Proc., June, 1923, 959); Fitzpatrick, Wash. Writ., IV, 99-100.

153. USMC Arch.; Back in November of 1775 when Continental Congress resolved to create a Corps of Marines that august body of patriotic Americans directed George Washington to organize two battalions of American Marines out of his Army around Boston. And was George Washington dismayed and worried? I'll say he was, for he wrote John Hancock, President of Congress, that he could not do so. On November 19, 1775 he informed Congress that to supply the Marines would break through the whole system in his Army that had cost so much time anxiety, and pains to bring into any kind of a tolerable form. Washington explained that this was because the Marines must be acquainted with maritime affairs and because, for that reason, he would have to pick the Marines out of the whole Army, one from this Corps, one from another. He could not select an "intact" regiment of his Army to serve as Marines, he must carefully select the men and even after that, intelligent training in naval affairs under naval command would be necessary before a regiment of Marines would be available. What a remarkable fact - Washington's entire Army would have to be disrupted to obtain two Battalions of Marines. So Congress relieved Washington of the impossible burden of supplying them (Representative Melvin J. Maas over Columbia Broadcasting Co. on January 11, 1933; Cong. Rec., Jan. 16, 1933).

154. From what I can collect by my inquiries amongst the officers, it will be impossible to get the men to enlist for the continuance of the war, which will be an insuperable obstruction to the formation of the two battalions of Marines on the plan resolved on by Congress. As it can make no difference, I propose to proceed on the new arrangement of the Army, and, when completed, inquire out such officers and men as are best qualified for that service, and endeavour to form these battalions out of the whole. This appears to me the best method and I hope it will meet with the approbation of Congress (Ford, Wash. Writ., III, 241-243; Sparks, Wash. Writ., III, 175; Nav. Inst. Proc., June, 1923, 959); Fitzpatrick, Wash. Writ., IV, 121.

155. On motion made. Resolved, That the Comee appointed for fitting out ships of war be directed to engage seamen on the best terms in their power not exceeding six dollars & two thirds for the best able bodied seamen pr month. Resolved, That the regulations & articles for governing and manning the ships now fitting out as they have been settled by Congress be immediately printed. * * * The Congress then resumed the consideration of Genl Washington's letter of the 19th. Resolved, That the General be directed to suspend the raising two battalions of Marines out of his present Army. Resolved, That the two battalions of Marines be raised independent of the Army already ordered for the service in Massachusetts bay (Jour. Cong., Nov. 30, 1775, III, 393; Ford, Wash. Writ., III, 226); See Coll. Conn. Hist. Soc., II, 332; Clark, Nav. Hist. U.S., (1813), 55; id., (1814), II, 29; Warren-Adams Lets., I, 191, Lets. Members of Cont. Cong., Burnett, I, 270-271; Nav. Inst. Proc., June, 1923, 959; Congress ordered two battalions of Marines to be raised in the army; Washington remonstrated, and Congress voted that they be raised elsewhere (Hatch, Admin. of Amer. Rev. Army, 23).

156. Coll. Conn. Hist. Soc., II, 327-332.

157. Ford, Wash. Writ., III, 274-275; Nav. Inst. Proc., June, 1923, 959; Fitzpatrick, Wash. Writ., IV, 160.

158. Letter, George Washington to Congress, December 18, 1775, pub. in "Official Letters to the Honourable American Congress, of General Washington. Printed for Cadell Junior and Davies, etc., 1795," 65; Sparks, Wash. Writ., III, 206; Fitzpatrick, Wash. Writ., IV, 174.

159. Ford, Wash. Writ., I, 152, 435; Sparks, Wash. Writ., III, 260; Nav. Inst. Proc., June, 1923, 959; Fitzpatrick, Wash. Writ., IV, 274.

160. Nav. Inst. Proc., June, 1923, 959.

161. See MC Hist., v I, ch. XI.

162. See Note 27, 34, 58, 95, 96, 97, 98, 71, 164, 165, 166, 167, 168, 169 this chapter; See also MC Hist., v I, chs. XI, XIII, XIV, XVI.

163. See MC Hist., v I, ch. X; Nav. Inst. Proc., Oct., 1931, 1370 carries an illustration of a Rattlesnake presenting France, his ally, a dish of frogs.

164. "Marine" John Nick, on Alfred Dec. 6, 1775 to Aug. 7, 1776 (Abstract of Navy Corr. in Treasury Dept., Navy Arch.); "Joseph Ravencroft Marine on Cabot Nov. 19, 1775 to 6 August 1776".

165. Nathaniel Shaw Coll. Yale University, Packet 68, Photo in Navy Arch.; Penna. Mag. Hist. and Biog., XII, 351; USMC Arch.

166. Not located up to date.

167. Not located up to date.

168. Not located up to date.

169. Not located up to date.

170. USMC Arch.; Nav. Inst. Proc., June, 1923, 959.

171. Nav. Inst. Proc., June, 1923, 960; The battalion of Marines, commanded by Major Samuel Nicholas, at the Battle of Princeton, was not one of these battalions. It was a provisional battalion raised for the emergency from Marine Guards being organized for the frigates.

INDEX FOR CHAPTER VIII
Volume I.

GETTING UNDER WAY

Chapter IV, Volume I,

History of the United States Marine Corps

By

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Historical Section.

First Edition
May 13, 1925.

FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

The following form of citation is suggested if it is desired to cite, either in published works, or manuscript, any information contained herein:-

(McClellan, Hist.,U.S.M.C.,1st ed., I, Ch.4, p--)

IV.

GETTING UNDER WAY

Continental Congress was assembled in Philadelphia when it passed the historic Resolution of November 10, 1775, that brought the Corps of Marines into existence, and probably the most famous of all recruiting rendezvous established during the Revolution was that located in the Tun Tavern in that city. This once was a prominent hostelry on the East side of King (Water) Street, at the corner of a small thoroughfare that led down to the Delaware River, known as Tun (earlier as Wilcox's) Alley.[1] It was known and visited by persons of national importance from Boston to Georgia.

Captain Robert Mullen, proprietor of the Tavern, was a member of the Masonic Lodge, and Captain of a Company of Marines.[2] He had been admitted a member of the Masonic Lodge on March 29, 1762, and had been its secretary for a long time.[3] Recruiting was active in Philadelphia throughout the War.[4]

Recruiting for the Continental Marines was energetically carried on by Marine officers under the direction of the various Committees, Boards, and Agents that administered naval affairs during the Revolution, with Major Samuel Nicholas directly in charge and Captain Robert Mullen[5] as the leading recruiting officer for the greater part of the war. Marines from the very beginning

were volunteers.

The methods and plans of recruiting Marines were very little different from those used today. A recruiting rendezvous was established in each of the large cities and the Flag hoisted over it. All the means which ingenuity could devise were resorted to, for inducing men to enlist. Offers of prize-money, advance money, expense money, bounty money, pensions, and promises of ample grog rations, etc., was the lure presented as an attraction to those who were in a recruiting mood. Hand bills were used extensively to make public the recruiting propaganda. Glowing advertisements were also inserted in the newspapers.[6] Broadsides which cleverly recited the many advantages of the Continental naval service were displayed in sundry taverns.[7] The recruiters were directed not to enlist any deserter from the British Army, or any stroller negro, or vagabond, or person suspected of being an enemy to the liberty of America. No person who was not American born was to be enlisted unless such person had a wife and family and was a settled resident of the country.

Recruiting parties, attractively uniformed, preceded by drum, fife, and colors,[8] noised their way up and down the streets to excite a thirst for glory and a spirit of military ambition. Occasionally the party would stop and the officer would harangue the multitude

in order to excite their patriotism and zeal for the cause of liberty. How those Marines and that band of Marine "musics" did recruit! "Drumming up"[9] recruits had a real significance then, for look at the drum. With a diameter slightly larger than the snare-drum of today, it was about three times as long. Emblazoned on the drum was a coiled rattle-snake about to strike with the motto, Don't Tread on Me! under it. Noise! That drum, under the educated hand of the Marine drummer, was fulfilling its chief mission in life. The fifer, however, was making music as his drummer pounded out the accompanying color and emphasis. Crowds followed in their wake and they finally ended up at the rendezvous with a queue of patriots who thus early obeyed the command to "Join the Marines."[9]

Benjamin Franklin,[10] wrote that in December, 1775, in Philadelphia, he had "observed on one of the drums belonging to the Marines" - whose recruiters were raising two battalions - "there was painted a Rattlesnake with this modest motto under it 'Don't Tread on Me!'" He said, knowing it was "the custom to have some device on the Arms of every Country," that he supposed this design was "intended for the Arms of North America."[10] It is claimed by many that this device of the Marines was on the first flag that flew from the mastheads of our first ships of war.[11]

The Marine Band has its roots well embedded in the Revolutionary period. Of course there were the fifers, or whifflers as they were called, and drummers of Spottswood's and Gooch's Marines of 1740, but the Marine musicians date their beginning as of November 10, 1775, when Congress authorized a Corps of Marines consisting of two battalions, including drummers and fifers. The military band, as we think of it today, did not exist then in our armed forces. The fife and drum were the only musical instruments used in the American Army, Navy and Corps of Marines. If there were ten to fifteen of them, the group was called a band. Needless to say those early Marines in their native city of Philadelphia possessed as fine a band as any other military organization of the time. That "Fife and Drum Corps," the original Marine Band, played Yankee Doodle, Rural Felicity, Come Out Ye Continentalers, My Dog and Gun, On the Road to Boston, Rosylyn Castle, Pioneer's March, Funeral Thoughts, and Washington's March, with as much noise and melody as any other military band of the Revolution.

We may have heard good Fife and Drum Corps, but we cannot be sure that we ever heard one that was really as good as that of the Marines that swung through the streets of Old Philadelphia recruiting those Marines that helped to win the Battles of Trenton (Assanpink) and Princeton.

There in the year 1775, parading the streets of

Philadelphia and haunting the Old Tun Tavern on Water Street - their recruiting rendezvous - we have Marine "Musics" with those long drums and shrill fifes, giving America its first Marine Band. These drummers and fifers of the Marines served afloat in every important naval engagement of the Revolution and ashore with the Army in several battles, as at Trenton, Princeton and Penobscot.

Marine officers were also used extensively for recruiting personnel for the Navy. This is well illustrated by the works of Captains Matthew Parke and Edward Arrowsmith,[12] and Second Lieutenant Samuel Wallingford[13] of the Marines in recruiting the crew of the Ranger under the direction of John Paul Jones in the late summer of 1777, of Second Lieutenant Seth Chapin of the Providence at Plymouth, Mass., in 1776[14] and of Captain Elefelett Roberts for the Oliver Cromwell in 1776 and 1777.[15]

That men were allowed to leave the service by securing a substitute is shown by the record of Private John Caldwell of the Pennsylvania Boat Congress, who was discharged October 5, 1776, the records showing "got a man in his place."[16]

Of course there were some deserters from the Marine Corps and every effort was made to apprehend them. On January 9, 1776, Captain John Welch offered $2.00 reward for a deserter from his guard on the Cabot.[17] On November

11, 1776, Captain Robert Mullen offered a "reward of Four Dollars and all reasonable charges" for a deserter from "Captain Robert Mullen's Company of Marines lying in barracks at Philadelphia."[18] On the same date rewards were offered for deserters from Captain Samuel Shaw's Company in Philadelphia.[18] On September 29, 1779, Mullen offered $20.00 for a deserter "To be delivered at my quarters, the Corner of Pine-Street in Front-Street."[18]

The officers of our first, or Revolutionary Corps of Marines had simple habits - their manners plain and their intercourse frank and familiar. In their dress there was little aim at show and grandeur. Green was the distinctive color of the Continental Marines' uniform.[19] They wore small cocked hats without lace. In conformity with the universal fashion of the time, they all wore long hair, powdered, clubbed or cued, and dangling below the shoulder blade. Their dignity and sternness, when they aimed at any, was not before their countrymen, but before the enemy. In that relation they showed themselves men of great tact, and also of most indomitable spirit and courage.

Green coats with ample skirts turned back, white facings and silver foul-anchor buttons were worn by the officers. The coat had slashed sleeves and pockets and had buttons around the round cuffs. A silver epaulette was worn on the right shoulder. The waist coat was of

white material. The breeches were white and edged with green. Black gaiters were part of the uniform.[20,21] The buttons were of silver and carried a foul anchor.[22] A sword and other necessary equipment were carried.

The "regimentals"[23] of the enlisted man consisted of a "green coat with red facings;"[24,25] a green shirt;[21] a "white woolen jacket;" "light-colored cloth breeches;" "woolen stockings;" and a "round hat with white binding."[24,2] His buttons were of pewter and carried a foul anchor.[26] While in European waters, John Paul Jones dressed his Marines in the English uniform - red and white instead of the green as prescribed by the Marine Committee.[27]

The exact number of officers[28] and men[29,30] serving in the Corps during the Revolution is not known. Many lists of officers have been prepared but they are all incomplete.[31]

Through their recommendations to Congress the countless boards, agents, committees, etc., in charge of Naval affairs virtually selected almost all the Marine Officers. A few officers were appointed by the American representative at Paris and possibly by Pollock at New Orleans;[32] but all received commissions signed by the President of Congress. The rank of the Continental Marine Officers was the same as officers of similar commissions in the land service or Army,[33] but "all sea officers of the same denomination" took "rank of the officers of the Marines."[34] Marine Office

received the same character of commissions as did the Army and Navy officers.[35] Samuel Nicholas was the "oldest officer of Marines."[36] He "entered into the service in the capacity of a Captain of Marines,"[37] being commissioned as such on November 28, 1775,[38] and received the first commission in the Continental Naval Service known of today. Isaac Craig was the first Lieutenant of Marines appointed, his commission being dated November 29, 1775.[39]

Marines performed all sorts of duty. They performed expeditionary duty;[40] with necessary officers they were detached for service on board the armed vessels of the United States by the highest authority of the nation; participated in important landing parties from naval vessels;[41] were ordered to do duty in forts;[42] were detached for service with the Army during the period when they fought in the Battles of Trenton and Princeton;[43] and when so detached they were subject to the Rules and Articles of War prescribed for the government of the Army; performed artillery duty with the Army;[44] guarded enemy prisoners;[45] acted as guards at naval stations ashore went to the Indian-infested forests of Pennsylvania and brought out masts for the frigates of the Navy;[46] acted as officer-couriers[47] and Continental Express Riders;[48] and in addition to their own recruiting, they also assisted in that of the Navy.[12,13,14]

The principal duty in this war, of course, was service on board the ships of the Navy but they were or-

ganized as well as trained for expeditionary service under naval jurisdiction. The strength of the Marine Guards varied considerably. The thumb rule which determined the strength was that there should be one Marine for each gun on the ship,[49] but this rule had many exceptions. The frigates carried about sixty Marines but the duties expected of the various ships, such as expeditionary and landing, frequently caused a considerable increase in the strength of the Marine Guard. Boarding and repelling boarders and the close range at which Naval battles were fought made the musketry fire of the Marines an important factor of the combats.[50]

But the regulars or Continental Marines were not the only Continental Marines serving under the authority of Congress. There were those who were appointed and enlisted in Europe for the vessels of John Paul Jones' squadron, and other ships such as the Boston and Dolphin.[51] Many of these Marines were French[51] and of other nationalities.[52]

In addition to these Continental or Federal Marines there were the thousands who served on the privateers,[53] sometimes called "Gentlemen Sailors,"[54] "Gentlemen Seamen," or "Gentlemen Volunteers,"[55] but generally by their proper designation of "Marines."[56,57]

On board the Privateers, the Marine was a very high type of man and fighting was his only duty.[58] When the

United States Schooner Revenge was captured by the British privateer Belle Poole the American prisoners were ordered to Portsmouth Prison in England, and one of the "Gentlemen Sailors" of that vessel was discovered to be a woman.[59] There were also those who were attached to vessels of the State Navies.[60] And there were those who were detailed from the Army to act as Marines on particular occasions.[61]

The duties of the Marines on board ship consisted of sentry duty at important posts throughout the ship and of duty at advantageous spots such as the tops where the expert shots were used to great advantage. Cooper wrote that the Marines were "strictly infantry soldiers" who were "trained to serve afloat; and their discipline, equipments, spirit, character, and esprit de corps, are altogether those of an Army."[62]

"The Marines impart to a ship of war, in a great degree its high military character. They furnish all the guards and sentinels; in battle they repel, or cover the assaults of boarders; and at all times they sustain and protect the stern and necessary discipline of a ship by their organization, distinctive character, training, and we might add, nature."[62] There was probably not a naval engagement fought during the Revolution in which the musketry fire of the Marines was not an important factor, and as "boarders" and in repelling "boarders" they distinguished themselves. While the Marines at times manned

the great guns "their proper weapons" were "the musket and bayonet."[62]

In addition to forming the Marine Guards of the various Naval vessels, Marines were detailed ashore to act as guards at the various Naval stations and camps. The Marines had a barracks in Philadelphia, except during the periods when that city was occupied by the British, and at one time they had a camp at New York.[63] Various kinds of special duty were also performed.

On November 23, 1775, the "Committee for fitting out four armed, government vessels" laid before Congress "a set of Rules for the Government of the American Navy, and Articles to be Signed by the Officers and Men Employed in that Service." They were debated by paragraphs on the 25th and 28th of November, 1775, and after slight amendment the "Rules for the Regulation of the Navy of the United Colonies" and the articles to be signed, were agreed to on the latter date. A few of the provisions of those old rules are worthy of notice. These rules limited punishment by commanding officers to "twelve lashes" with "a cat of nine tails," with the right to apply to the commander-in-chief to have the accused tried by "court-martial" if the offense deserved a more severe punishment. The "Articles of War" were to be "hung up in some public place of the ship" and to be read to "the ship's company once a month." They provided

that Marine officers should sit on all courts-martial. These regulations provided for the pay of Marines and also for prize money to be given Marines. The Articles to be signed referred specifically to Marines.[64]

Marine officers, as above stated, if they were available, sat on all Naval courts-martial and courts of inquiry.[65] An instance of this was at the trial of Abraham Whipple, on May 6, 1776, Captains of Marines Samuel Nicholas and John Welch and Lieutenant of Marines Matthew Parke being members of the court-martial.[66] A "Regimental Court-martial" "ordered by Major Samuel Nicholas," composed of Captain Robert Mullen, President, and Lieutenants James McClure, Abel Morgan, William Gillmore, and Hugh Montgomery, sat "at Philada. Barracks on the 24th November 1776" and tried Private Henry Hasson.[67] A third example was in the court-martial which tried Quartermaster Robert Towers of the Bon Homme Richard for mutiny on July 28, 1779. He was found guilty of sedition by a court of 13 members including Captain Peter Landais, Lieutenant Colonel Wuibert, Richard Dale, and the following Marine Officers: Captains Matthew Parke and Edward Stack and Lieutenant Maurice O'Connell.[68] Another example of this was the sitting of "Lieut. of Marines Samuel Pritchard" as a member of a "Court-Martial" of which Captain John Barry was President, which tried Peter Landais for his alleged offenses at the time of the Bonhomme Richard-Serapis Battle when he commanded the

Alliance.[69]

The Articles for the Government of the Pennsylvania Navy provided that "no officer or private shall be tried a second time for the same offense."[70]

Later than November 28, 1775, Congress prescribed the rates of pay for the officers while the pay of the enlisted men was the same as the Army. A captain of Marines received thirty dollars a month; a lieutenant twenty dollars; sergeants eight dollars; the corporals, drummers and fifers, seven dollars and one-third; and the privates six dollars and two-thirds.[71] Marines ashore sometimes received allowances of wood and candles.[72] During such times as their ships were in port and not in condition to receive them on board, Captains of Marines, among other officers, were allowed four dollars a week subsistence.[72]

Congress carefully prescribed that the Marines would share equitably in all prize money,[73] and with regard to pensions[74] accorded them the same rights as provided for the Army and Navy. The Marines of the State Navies were also treated generously in regard to pay,[71] prize money,[73] and pensions.[74] Naval hospitals were also maintained.[75]

When vessels of the Continental or State Navies or privateers were captured by the enemy, the Marines serving on board them became prisoners of war and they suffered all

the privations and ignominy of prison life on board such prison ships at New York as the Whitby and Jersey. These two ships and others were anchored in Wallabout Bay, the present site of the New York Navy Yard. It is estimated that over ten thousand of our Americans from British prisons were interred at the Wallabout.[76]

Marines were also confined in prisons ashore in the Barbadoes.[77]

Many Marines were confined in the Forton Prison, located at Portsmouth, England,[78] and in the "Old Mill Prison" at Plymouth.[79]

Captain of Marines Robert Mullen, a prisoner on the "Jersey Prison Ship," N. Y., on February 16, 1781, wrote to Thomas Bradford, "Commissary of Naval Prisoners in Philadelphia," as follows: "I beg to acquaint you, that Mr. David Sproats, Commissary of Naval Prisoners here, has promised me that if you will order a person for me, he will set me at liberty, if you have a Marine of [or] officers in the Privateering Day [duty], I beg you to send him immediately for me or let me know the reason I am forgot by you. If you have not a Marine officer, send Some Boddy, Else by his word he will let me go. I beg to hear from you. I remain your humble Servant."

The history of the Continental Marines covers a period of nine years, extending from 1775 to 1783. In general the War of the Revolution was fought under flex-

ible rules of union. The Articles of Confederation granted authority to appoint committees necessary to administer the general affairs of government under direction of Congress.[80] During the War, several organs of naval administration directed affairs of the Navy, including, of course, those of the Marines, since they were under naval jurisdiction except when detached to serve with the Army. These organs of naval administration had no powers independent of Congres since Continental Congress exercised both legislative and executive authority.[81]

The first of these was the Naval Committee, which was appointed and conducted naval affairs from October, 1775, to January, 1776, when it was succeeded by the Marine Committee. The Marine Committee was superceded by a Board of Admiralty in December, 1779. This Board of Admiralty was authorized by the Resolution of October 28, 1779. By this Resolution, "Marine Officers," among others, "attending upo or connected with, the Admiralty Department were required t observe the directions of the said Board."[82] The Board of Admiralty was discontinued early in July, 1781 and on September 7, 1781, an Agent of Marine was appointed. Between the discontinuance of the Board of Admiralty and the appoin ment of an Agent of Marine the Superintendent of Finance ad ministered naval affairs, in the failure of the appointment of a Secretary of Marine, which office had been created by Congress.[81]

Now let us return to the blood and glamour of combat.

NOTES.
CHAPTER IV.

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1. John F. Watson in his "Annals of Philadelphia and Pennsylvania in the Olden Time," I, 464-465, 469-470, refers to the Tun Tavern as "Peg Mullen's Beef-Steak House." It was located on the east-side of Water Street on the south corner, or next the corner, of Tun Alley, also called Wilcox's Alley. Peg Mullen "was known and visited by persons from Boston to Georgia." Colonel Morris said that "it was the fashionable house of his youthful days. Governor Hamilton and other governors, held their clubs in that house - there the Free Masons met, and most of the public parties and societies. The Alley was called Mullen's which was on the south-east corner of the Alley - Carpenter's Wharf was at the same place." "An old gentleman, who remembers it and its vicinity, says that rump steaks, cut with the grain, and only one brought in at a time, was the order - always red hot and no detention. Mullen's Dock was the famous swimming place for boys more than one hundred appeared in the water at one time. The Dock extended from Morris' Stores towards Walnut Street." For meeting of first Masonic Lodge in America at Tun Tavern See Scharf & Westcott, Hist., Phila. III, 2063; See also Id, I, 232-233, 464-465, 469-470, II, 982, 995, III, 2063; The "Three Tons" or "Three Tun" Taverns should not be confused with the Tun Tavern. (Scharf & Westcott, Hist., Phila., I, 202-203; Watson, Annals of Phila. and Pa., III, 367); See also M. C. Gazette, September, 1921, 287; Leatherneck, May 2, 1925.

2. Pa. Archives, 2nd Ser., XV, 646; This information was ascertained from a book now in the Archives of the Hist. Soc. of Penna., (Philadelphia). This book was found at the residence of Nathan Sellers at Milbank, Upper Darby, Pa., in 1891; in it was kept the accounts of the Tun Tavern, minutes of the Masonic Lodge, Captain Mullen's Muster and Pay Rolls, and the "day book" accounts of Nathan Sellers, up to May, 1833. A note on the inside cover of this book reads: "Book found in 1891 in a box at 'Millbank' where it was probably deposited in 1838." See Phila. Bulletin, about April 2, 1898 and Phila. Public Ledger, February 26, 1896, for reference to this book.

3. "Roster of the Freemason's Lodge, Phila., No. 2, of the Moderns" (Article by Julius F. Sachse in Pa. Mag., XXXI, 26).

4. Pa. Archives, Series 2, XV, 646-647; Colonel Henry Babcock in a letter dated May 28, 1776, at Stonington, asked Congress for permission to "raise two battalions of Marines;" he expected "the rank of Brigadier General" for himself (Papers of Cont. Cong., Letter B, 78, II, 185); but Col. Babcock was regarded as insane and dismissed. (Amer. Arch., Series 5, IV, 1005, 1044, 1214); Surgeon William Adams, of the Navy, wrote from Philadelphia June 5, 1776, offering to resign as surgeon and raise a Company of Marines for one of the frigates (Amer. Arch., Series 6, IV, 714).

5. See Penna. Archives, 2nd Ser., XV, 646.

6. See Providence Gaz., July 25, 1778; Conn. Gaz., March 7, 1777; Greenwood, John Manley, 127, quotes the following call for recruits dated May 23, 1780 in the Boston Gazette: "That lucky and fast-sailing Continental frigate Deane is now preparing for sea, and will sail in 14 days.* * * Those who miss this golden opportunity, may, perhaps, never have another. * * * Come then, my brave boys, to the Rendezvous in Fore Street, where you will find your jolly companions, and receive greater advantages than in any private ship," etc.

7. See A rare broadside in Bolton, Private Soldier Under Washington, 46, designed to attract recruits to Ranger in summer of 1777; this broadside is published in Leatherneck, March 19, 1921, 3, and in Paine, Ships and Sailors of Old Salem, 72-73.

8. Let. July 2, 1777, Jones to Captain Park in John Paul Jones Papers; Belcher, First Amer. Civil War, II, 28-29; Fox, Rev. Adven. 156; Bolton, Private Soldier Under Washington, 38.

9. M. C. Builder, August 1, 1921, 3; Leatherneck, November 20, 1920; Let. John Paul Jones to Captain Matthew Parke, July 2, 1777; John Paul Jones on July 2, 1777, wrote Captain Matthew Parke at Providence, R. I., when he was recruiting for the Ranger, let Captain Arrowsmith, for whom I obtained "his present commission," go "round with a drum, fife, and colours as often as may be proper." (John Paul Jones Papers, I, (1775-1777); See also Note 22; See Botta, Hist. of the War of the Independence of U.S. of America, I, 376 and Paullin, Navy Amer. Rev., 146, for bounties offered Army; Rev. Adventures of Ebenezer Fox (A Marine), pub. in 1838; The crew of the Hornet and Wasp were recruited at Baltimore, Md., in December, 1775. As was the custom, they paraded the streets with a lively

9. (Continued)
racket of fife and drum and exhorted all "gentlemen seamen and able-bodied landsmen who had a mind to distinguish themselves in the glorious cause of their country" to repair to the tavern rendezvous where they would be kindly entertained and receive the greatest encouragement. (Paine, Joshua Barney, 33-42; Paine, Ships and Sailors of Old Salem, 71; Rogers, New Amer. Biog. Dict. 38-39.).

10. Hamilton, National Flag, 69, reads: "The following account of this device, supposed to be from the pen of Benjamin Franklin, indicates fully why it was adopted, and will be found in American Archives, IV, 468; "Philadelphia, December 27, 1775. I observe on one of the drums belonging to the Marines now raising, there was painted a rattlesnake, [illegible]" etc.; "The yellow flag, with the rattlesnake in the middle, and the words underneath, Don't Tread on Me! the standard for the Commander-in-Chief [illegible] was probably the flag referred to by Paul Jones in his Journal." (Hamilton, National Flag, 79, and See also 83); Communication signed "An American Guesser" in Bradford's Pa. Journal and Weekly Advertiser, December 27, 1775; Boston Gaz. and Country Journal, April 14, 1777; Greenwood, John Manley, xix-xxiii; Preble, Hist. and Origin of the Amer. Flag, I, 205-206 212-216 quotes the foregoing matter, but doubts it was from pen of Franklin; Marine Corps Gaz., March, 1919, 60, March, 1922, 68; A.&.N. Chronicle, February 22, 1844; See Leslie's Illustrated Newspaper, Septembe 28, 1861, for a Rattlesnake Flag; Leatherneck; A.&.N. Chron. and Scientific Repository, III, 82-90, January 18, 1844; the seal of the Revolutionary Board of War, and the present seal of the War Department carries a rattlesnake.

11. Gen. View, Rise, Progress and Brilliant Achievements Amer. Navy, October 20, 1827, 33; Wyatt, Commanders, 189, states J.P. Jones "hoisted with his own hands the first American flag that ever waved over the ocean;" John Adams and John Langdon both denied that John Paul Jones hoisted the first flag as he accorded that honor to John Manley. (Greenwood, John Manley, xiii-xvi); Greenwood, John Manley, xix-xxiii, wrote that when Hopkins fleet sailed from Philadelphia it flew the "Union Flag with thirteen stripes in the field" but refers also to the rattlesnake flag (and See also p. 80) but on pages 171-172 Greenwood wrote that on "November 10, 1775, Congress resolved that two battalions of American Marines should be raised,"

11. (Continued)
and "accordingly a small Marine Corps was organized in Philadelphia under Major Samuel Nicholas, and the popular device of a rattlesnake appeared upon their drums, and before the end of the year a naval standard (adopted probably by the Naval Committee of Congress) was raised upon the flagship of Esek Hopkins' small squadron; its field was yellow, with a rattlesnake depicted upon it, erect, coiled and in the act of striking;" Alexander McDougall wrote John Jay asking for a description of the Continental Colors, as the New York Committee of Safety was about to put into Continental Service a vessel which the Committee had equipped for the defense of East River. "Jay replied on March 23, 1776 that Congress had "made no order as yet concerning the "continental colours." Jay wrote he had "seen a flag designed for one" of the "armed vessels" on "which was extremely well painted, a large rattlesnake rearing his crest and shaking his rattles, with this motto 'Don't Tread on Me,' but whether this device was generally adopted by the Fleet I am not able to say, I rather think it was not." (Burnett, Let. Members Cont. Cong., I, 405; See also Corr. of Jay, I, 46, Let. to Jay, March 7; Preble, Hist., Amer. Flag, I, 212-216); John Paul Jones hoisted the "first American flag" the "pine tree rattlesnake flag, with its motto 'Don't Tread on Me.'" (Brady, Amer. Fights and Fighters, Series 43; See also Sears, Pictorial Hist. Amer. Rev., 331-332; Kerrick, The Flag of the U.S.); On August 13, 1778 Jones wrote to Franklin that he had faithfully and personally supported and fought the dignified cause of human nature ever since the American banners first waved on the Delaware." (Sands, Paul Jones, I, 116-118); "Jones was ordered by John Hancock and other members of the Congress to break the pennant on board the Alfred" on December 3, 1775 at Philadelphia. This was the "Pine Tree and Rattlesnake Flag," (Crawford, The Sailor Whom Eng. Feared, 50; See also Buell, John Paul Jones); Jones hoisted first flag, a "bunting showing a pine-tree on a plain white ground, with the words, 'Liberty Tree' and 'Appeal to God' prominently displayed. This flag was chiefly used until the adoption of the Stars and Stripes." (Abbot, Naval Hist. U.S., 41-42); Jones hoisted "first American Naval flag on board the American frigate Alfred" off "Chestnut St. wharf, Phila., October 10, 1776" and this flag was 13 stripes (without field of stars) with the rattlesnake and motto "Don't Tread on Me!" (Sherburne, J.P.J., 379); See also Fisher, True Hist., Amer. Rev., 270; "Early in January, 1776" when "Hopkins reached the deck of the Alfred," John Paul Jones "hoisted a yellow silk flag, wearing the

11. (Continued)
device of a pine tree and a rattlesnake, with the motto, 'Don't Tread on Me!' This was the first flag hoisted on an American man-of-war. Another flag, which bore thirteen American stripes with the English Union Jack in the field, was also flung to the breeze." (James Barnes in Mentor, V, 1, April 16, 1917); Hamilton, National Flag, 79, 83, supposes that it was the Rattlesnake Flag that Jones hoisted and referred to by him in his Journal; "it was about this time," January 5, 1776, "that the first flag ever hoisted on an American war vessel was flung to the breeze and occurred when Esek Hopkins, the Commander-in-Chief of the squadron, was received on board the Alfred, his flagship."; Cooper, Lives of Distinguished American Naval Officers, II, 30-31, wrote that "Jones claimed to have been first to hoist the flag of 1775 on a national ship." John Paul Jones wrote: "I had the honor to hoist with my own hands the flag of Freedom, the first time it was displayed on the River Delaware." (Taylor, Life & Corr. John Paul Jones, 33, 211); In the early part of the Revolutionary war, the maritime flag seems to have been, either the coat of arms of the respective colonies under whose authority vessels were equipped, or to have depended upon the whim or fancy of the commanding officer. Thus, the brig Yankee Hero of Marblehead, captured after an obstinate engagement by the Milford frigate, bore a pine tree in a white field; and several fitted out from New York bore a black beaver. On the 9th of February, 1776, thirteen months after Manley had been scouring the ocean under authority of the colony of Massachusetts, "Col. Gadsden presented to Congress [of S.C] an elegant standard, such as is to be used by the commander in chief of the American navy; being a yellow field with a lively representation of a rattlesnake in the attitude of going to strike, and these words underneath, 'Don't Tread on Me.'" This was doubtless the strange flag of which an English writer of that period speaks in the following words: "A Strange flag has lately appeared in our seas, bearing a pine tree with the portraiture of a rattlesnake coiled up at its root, with these daring words: 'Don't tread on me.' We learn that the vessels bearing this flag, have a sort of commission from a society of people at Philadelphia, calling themselves the Continental Congress." (Taylor, Life and Corr. John Paul Jones, 310-311; Sands, 1830, John Paul Jones, Appendix, 310-311); On February 9, 1776 Gadsden "presented the standard which was to be used by the American Navy, representing in a yellow field a rattlesnake of 13 full-grown

11. (Continued)
rattles, coiled to strike, with the motto: Don't Tread on Me!" (Bancroft, Hist., U.S., VII, 345-346; Sands, John Paul Jones, Appendix, 310, 311; Remembrancer, Pt. II, 1776, 241-242); "Jones had been the first to raise an American Flag on an American man-of-war." (Hart, The American Nation, IX, 316-318); Amer. Cath. Hist. Researches, New Series 3, 1907, 116, 121, that casts doubt on this incident; MacKenzie, Life of Jones, 21-22, says that it is believed that this flag "represented a pine tree, with a rattlesnake coiled at its root, as if about to strike."; J. Fenimore Cooper, Lives of Distinguished Naval Officers, II, 17-18, wrote that this flag was the "pine tree and rattlesnake, the symbols used by the colonies."; The Boston Gazette and Country Journal, April 14, 1777 states "the colours of the American Fleet have a snake with 13 rattles, the fourteenth budding, described in the attitude of going to strike with this motto, Don't Tread on Me;" Harper, Encyc. of U.S. Hist., III, contains summary of information about early flags; Spears, Hist. of Our Navy, I, 2, wrote that "John Paul Jones flung to the breeze the broad folds of the flag that bore as a symbol the picture of a rattlesnake coiled to strike, with the significant and appropriate motto Don't Tread on Me;" On page 46 of the same Volume Spears described the flag as "a great yellow silk flag bearing the picture of a pine tree with a coiled rattlesnake at its roots, and the impressive motto 'Don't Tread on Me'"; Spears also calls this the "first American naval ensign" though he states there was raised immediately after the "Grand Union Flag of the Colonies, a flag of 13 stripes, alternate red and white, with the British Jack in the Field"; The Black Prince which had been purchased and renamed Alfred (Spears, Hist. of Our Navy, I, 39) flew the "Continental flag" opposite Philadelphia on December 3, 1775; Remembrancer, Part 2, 90-96; John Adams was thoroughly aroused over the claim of John Paul Jones that "his hand first hoisted the American flag," for Adams always credited John Manley with securing that honor. (Works of John Adams, X, 24, 29, and Austin, Life of Gerry, I, 100, both cited in Waite, Origin Amer. Navy); Jones and his Journal as published in R.C. Sands, Life and Correspondence, wrote that "My commission under the United Colonies is dated the 7th day of December, 1775, as First Lieutenant of the Alfred. On board of that ship, before Philadelphia, I hoisted the flag of America with my own hands, the first time it was ever displayed, as the Commander-in-Chief embarked aboard the Alfred." (Waite, Origin, Amer. Navy); Sands, (1830), John Paul Jones, 34-35, states that on board the Alfred "before Philadelphia, Mr.

11. (Continued)
Jones hoisted the flag of America with his own hands, the first time it was ever displayed, as the commander-in-chief embarked on board the Alfred," which according to Field, Esek Hopkins was early in January, 1776; as "Hopkins gained the deck" First Lieutenant "John Paul Jones hoisted a yellow silk flag bearing a 'lively representation of a rattlesnake'" and the motto Don't Tread on Me! (Field, Esek Hopkins, 98-99); R.C. Ballard Thruston, of Louisville, Ky., wrote the author on August 14, 1924, stating that Hopkins arrived at Philadelphia January 14, 1776, and when he went on board the Alfred, Jones "hoisted his broad pennant to the masthead," that "from the accounts of the design painted on the drums to be used by the Marine Corps, and from the descriptions of the flag presented by Col. Gadsden to the South Carolina Provincial Congress, on February 9th, I am strongly inclined to think that this broad pennant had a yellow field, and on it in natural colors a rattlesnake in the attitude of striking, and the motto Don't Tread on Me! - nothing else." When the Alfred was purchased by the Marine Committee, I do not doubt but that they hoisted some flag indicating the changed ownership. "The only reference to that which I consider at all authentic" is the letter dated December 20, 1775, to the Earl of Dartmouth stating that the "Continental Flag was hoisted over the Black Prince," re-named the Alfred. "The term 'Continental' flag was frequently used at that time referring to a sentimental, and not to a specific, design." I "do not believe that the Great Union Flag was in Existence on December 3d or 23d, 1775, when certain references hold that a flag was hoisted on the Alfred by order of John Hancock when Jones "took the members of Congress to show them this vessel then about ready to be put in commission;" See also Maclay, Hist. Navy, 38-40; Bancroft, Hist. U.S., IV, 393; Cooper, Hist., Navy, I, 88; Griffin, Commodore Barry, 5, 12; M.C. Gazette, March, 1919, 60, March, 1922, 68; Runk, The Birth of Our Flag; Hill, Twenty-Six Historic Ships, 10-11; Field, Esek Hopkins, 98-99; Emmons, Navy, U.S., 3; Hicks, Flag of U.S., 23; Preble, Hist., Flag, U.S.A., 212-213; Allen, Naval Hist. Amer. Rev., I, 92-93; Boston Gaz. & Country Jour. April 14, 1777, 2; Lossing, Amer. Rev., II, 638; Scharf, Hist., Del., I, 226; A.&.N. Chron., January 18, 1844, 82; February 22, 1844; Pa. Mag., XX, 116; Pa. Arch., 2nd Ser., XV, 658; Nav. Inst. Proc., XXXII, September, 1906, 878-879; Barnes, Fanning's Narrative, 107; Frost, Pict. Hist., Amer. Navy, 13; Watson, "Annals and Occurrences of N.Y. City & State in the Olden Time", 345; London Morning Chronicle, July, 1776; James, Sea Kings and Naval

11. (Continued)
Heroes, 106; Harper, Encyc. of U.S., Hist., V, 189; Maclay, Hist. of Navy, 38-40; Thurston, Nelson and Other Naval Studies, 192; Princeton University Press, The Princeton Battle Monument, 31; Tyler, Cyc. of Biog. Virginia, II, 141; Scharf & Wescott, Hist. of Phila., I, 303; Grosvenor & McCandless, The Flag Book, in Nat. Geog. Mag., XXXII, No. 4, 288-289, 294, 339; Edinburgh Ency., XI, 391-394; Phila. North American, February 8, 1907; Appleton's Mag., November, 1905; Watson, Annals of Phila. and Pa. in the Olden Time, 560; DeKoven, John Paul Jones, I, 89-92.

12. John Paul Jones secured Arrowsmith his commission (John Paul Jones Papers, I, letter Jones to Captain Matthew Parke, July 2, 1777); Jones to Capt. Edmond Arrowsmith, July 2, 1777, John Paul Jones' Papers, I; Letter, Jones to Whipple, July 3, 1777, (John Paul Jones Papers, I); Leatherneck, February 19, 1921.

13. Let. July 15, 1777, John Paul Jones to Lieut. Wallingford, ordered, that since he had been nominated "Lieutenant of Marines," he would enlist seamen to serve under Jones, etc.; D.A.R. Magazine, January, 1922, 32-33.

14. Fields, Esek Hopkins, 207-208.

15. Coll. Conn. Hist. Soc., VIII, 244-254.

16. Pa. Arch., Series 2, I, 269; Remembrancer, Part 2, 90-96.

17. Pennsylvania Evening Post, January 9, 1776.

18. Pa. Gazette & Weekly Advertiser, November 20, 1776; See also Pa. Gaz. & Weekly Advertiser, October 6, 13, 20, November 10, 1779, and November 17, 24, 1779.

19. Paullin, Navy Amer. Rev., 118.

20. American Archives, 5th Series, II, (Marine Committee, September 5, 1776); See also Paullin, Navy of the Amer. Rev., 117-118; Leatherneck, April 2, 1921; Naval Actions & History, 1799-1898, 19 (Paper by Rear Admiral George E. Belknap called "The Old Navy."); Up to the present date there has not been found any description of the device worn by the Continental Marines but from the earliest days of the Continental period, distinctive plumes, cockades, tassels, and epaulettes were prescribed and worn, and served to distinguish Marines from other military men; When Lieutenant Wallingford landed at St. Mary's Isle in 1778 he wore "a green

20. (Continued)
uniform," carrying white buttons with anchors on them, and a "blue greatcoat." (Letter Countess of Selkirk to husband, April 24, 1778, in "Letters and Doc. at St. Mary's Isle relating to John Paul Jones," 9, 33, 41, in Navy Library).

21. Minutes of the Marine Committee for September 5, 1776; Crawford, The Sailor Whom Eng. Feared, 44-45; The uniform as described on Sept. 5, 1776, by the Marine Committee is published in Sherburne, Life of Paul Jones, 28; also in Spears, History of Our Navy, I, 415-416; See also Watson, Annals of Philadelphia, II, 585; The Mag. of Hist., XXI, Nos. 2-3, 65; Greenwood, John Manley, 58; letter dated March 29, 1833, comdt. to Sec., gives this same description and Comdt. recommends adopt Rev. uniform; Letter March 30, 1833, Sec. Navy to Comdt., directs latter to go ahead. This uniform went into effect July 4, 1834; Maclay, History of the Navy, I, 38.

22. Leatherneck, April 2, 1921; There is a possibility that some officers wore flat yellow buttons bearing the impression of a rattlesnake and the motto "Don't Tread on Me!" (Greenwood, John Manley, 62-63).

23. Lieutenant William Jennison, jr., serving on the Boston wrote in his diary under date of May 13, 1778, that "Regimentals for the Marines and uniforms ordered by Congress were brought on board and distributed to all officers and men;" Lieutenant Jennison wrote that the following were "wanted for the use and service of Marines belonging to this ship: 40 green coats faced with white, 40 white waistcoats, 40 white breeches, the buttons for the whole to be a plain white, coats to be open-sleeved and a belt to every waistcoat;" Lieutenant Jennison was temporarily in command of the guard at this time as Captain Richard Palmes was in Paris. (Pa. Mag. of Hist. & Biog., XV, 101); This uniform described by Lieut. Jennison is not accepted as authoritative, that supported by Note 24 being more authentic. The uniform of the Maryland State Marines was a "blue hunting shirt" (Force, Amer. Arch., 4th Series, IV, 744-745; 5th Series, III, 94); The uniform of the Pennsylvania State Marines was a "brown coat faced with green letters 'I.P.B.' on the buttons and a cocked hat." (Pa. Archives, 2d Series, I, 234; The Mag. of Hist., XXI, Nos. 2-3, 65).

24. Pa. Gazette and Weekly Advertiser for November 10, 17 and 24, 1779; See also Pa. Gaz. & Weekly Advertiser, October 6, 13, 20, 1779.

25. Penna. Mag. of Hist. & Biog., XV,101.

26. Leatherneck, April 2, 1921.

27. Works of John Adams, III, 201-202; Naval Institute Proceedings, XXXVII, No. 2, 470.

28. For Lists of names of Marine Officers see D.A.R. Mag., January, 1922 and July, 1923; Amer. Cath. Hist. Researches, N.S., 3, 105-113; Paullin, Navy Amer. Rev., 158.

29. According to Schomberg, Naval Chronology, I, 420, 424, 436, 440, 452; II, 1, 36, 68, 124, 145, quoted in Clark, Naval Hist. of U.S., the strength of the British Marines during the Revolution was: in 1775 - 4,354; in 1776 - 6,665; in 1777 - 10,129; in 1778 - 11,829; in 1779 - 17,389; in 1780 - 18,779; in 1781 - 20,317; in 1782 - 21,305; in 1783 - 25,291; then in 1783 the year after the war - 4,495.

30. An estimate of their number would include those serving in the Continental or Regular Navy, the State Navies, the privateers, those detailed from the Army to serve on naval ships and those serving on John Paul Jones' and other squadrons in European waters. A conservative estimate of the number of regular or Continental Marines would be 5,000. There were over one thousand privateers commissioned, (Maclay, Hist. of Amer. Privateers, 506) which would call for at least 6,000 Marines. 1,000 would probably cover all the other classes. Thus there were between 12,000 and 15,000 Marines serving in the American Revolution; Paullin, however, in his Navy of the American Revolution, writes that "the number of seamen and Marines in the Continental Navy and Marine Corps is believed not to have exceeded at any time 3,000 men. (Paullin, Navy, Amer. Rev., 158).

31. Paullin, Navy Amer. Rev., 159; "The Admin. of the Continental Navy of the Amer. Rev.," pub. in Nav. Inst. Proc., XXXI, (1905), 648, says there was one Major, 31 captains and 91 Lieutenants but his list is incomplete; See D.A.R. Mag., January, 1922, and July, 1923.

32. Paullin, Navy Amer. Rev., 117.

33. Journal of Congress, October 30, 1776; Clarke, Naval Hist. of the U.S., (1813), 60; Pa. Gazette, November 6, 1776; Allen, Nav. Hist. Amer. Rev., II, 693; Boston Gazette and Country Gentleman, November 25, 1776;

33. (Continued)
See also Letter, John Paul Jones to Hopkins, September 4, 1776, published in Logs of the Serapis, Alliance and Ariel (Barnes), 129; Sherburne, Life of Paul Jones, 23-24; Clark, Naval Hist. of the U.S., II, 42; Commission of John Paul Jones as Captain dated October 10, 1776, contains the words: "We do strictly charge and require all officers, Marines and seamen under your command to be obedient to your orders as Captain." (Sherburne, John Paul Jones, 28-29); all commissions of Naval and Marine officers carried these words; Jones, Conyngham, 8-9 shows "Marines" in photograph of Conyngham's commission for Surprise.

34. Journals of Congress, November 28, 1775; Allen, Naval Hist. Amer. Rev., 693; Pa. Gaz., November 6, 1776; On October 28, 1779, Congress resolved that "all Navy and Marine Officers" attending or connected with "the Admiralty Department" are "to observe the directions of the said Board." (Mechlin & Winder, Gen. Navy Reg. & Laws, 225).

35. For commissions and relative rank see Letter, Joseph Hewes to Samuel Purviance, Jr., June 25, 1776, published in Burnett Letters of Members of the Cont. Cong., I, 509; A few officers received what were termed Brevet Commissions, as Stack, Macarthy and O'Kelly, who served on the Bonhomme Richard and William Nicholson. (Naval Rec. of the Amer. Rev., 180, 181; Library of Congress, C.C., 28, 141); On April 20, 1780 a form of commission was reported by the Board of Admiralty and adopted by Congress and among other provisions "Marines" under "your command" were ordered to be obedient." (Clark, Nav. Hist. of U.S., II, 68; See also John Paul Jones' commission in Sands, John Paul Jones, 39); The Rules and Regulations for the Penna. Navy provided that "all officers shall take rank from the date of their commission." (Remembrancer, Part 2, 167-169.).

36. Papers of Cont. Cong., 19, 5, pages 533; In the Archives of the Penna. Hist. Society (Philadelphia) filed "Am.10155, Vol. 2, p. 110" is a copy of the marriage certificate of Samuel Nicholas to Mary Coates (daughter of Thomas and Beulah Coates), March 15, 1726. They are Quakers and numerous witnesses signed, including Samuel Nicholas, Margaret Nicholas, Jno. Nicholas, Jane Nicholas, Ant. Nicholas and Mary Nicholas; Samuel Nicholas married a Miss Jenkins, at Friends Meeting, and had two sons, Samuel, Jr., and Charles Jenkins Nicholas. The former was the grandfather of Dr. J. Nicholas Mitchell of Germantown, who

36. (Continued)
died in 1924. Dr. Mitchell had in his possession the wedding certificate of Major Nicholas and his original commission as Captain of Marines, dated November 28, 1775. He also had a small miniature of the Major. Major Nicholas was a Philadelphian. Major Nicholas was a member of the "Patriotic Association of Philadelphia," in 1778, and was a charter member of the "Pennsylvania Society of Cincinnatorum," serving on the Standing Committee from 1785 to 1788. He died while comparatively a young man. On May 12, 1919, a Destroyer of the United States Navy was named in his honor. (G.O.466). The D.A.R. Mag., of November, 1922, 688, contains a query concerning "Major Samuel Nicholas, Marine Officer of the Rev., from Phila.; married Jenkins." Watson, Annals of Philadelphia, 466, contains a statement that "Mrs. Jenkins once kept a famous house in Market above Fourth Street; and the Conestoga Inn, by Major Nicholls in the same neighborhood, was quite military and western-men hotel." Naval Records of the American Revolution 1775-1788, 183, 186 (C.C. 32, 217; C.C. 78, 17, 301; C.C. 19, 4, 533), contains a memorial to Continental Congress by Major Nicholas and two reports by Committees of Congress. The Memorial dated August 10, 1781, recites that Samuel Nicholas had entered service on fleet of Commodore Esek Hopkins as Captain of Marines in 1775; details service since that date; in June, 1776 was made Major; as resolutions of the Admiralty prevented service of Major of Marines on smaller vessels than ships of the line, Nicholas had been kept from sea service much of the time and compelled to serve on land; requests Congress to do him justice as to pay and prize money under these circumstances; See D.A.R. Mag., June, 1921, 306; Irving, Papers, IX, 88, in the Pa. Hist. Soc., (Philadelphia) contains an indorsement on a letter of J. Duncan to Wm. Irving signed by Major Samuel Nicholas reading "Forwarded by your Humble Servant."

37. Nicholas to Congress, August 10, 1781.

38. D.A.R. Magazine, June, 1921, 306; Papers of Continental Congress, Samuel Nicholas to President of Congress, August 10, 1781; John Paul Jones was commissioned December 7, 1775. (Cooper, Lives of Distinguished Amer. Naval Officers, II, 16-17).

39. Pa. Archives, IX, 497-499.

40. Willing's Expedition to New Orleans in 1778-1779; Penobscot Expedition, 1779; See Chapter VI, Notes 150-165.

41. Twice at New Providence, Bahamas, in 1776 and 1778; at Whitehaven, England, and St. Mary's Isle, England, in 1778.

42. Journals of Congress, September 23, 1776; American Archives, Series 5, III, 209.

43. D.A.R. Mag., June, 1921; M.C. Gazette, September, 1921; Naval Institute Proceedings, November, 1923, 1848-1855.

44. Under Washington after Battles of Trenton and Princeton. (Journals of Congress, August 8, 1777); Papers of George Washington (Craig to Wash., March 18, 1779); Papers of Geo. Wash., Vol. 192:23887 (March 9, 1782); Life and Services of Isaac Craig; Pa. Archives, Series 2, I, 698-699 contains a letter showing Captain William Brown's Marines acted as artillery and that they had been "ill-used" in the Army; A certificate of Major Nicholas dated March 2, 1782 (Papers of Geo. Wash., XXXVIII, 25842) states that "Captain Andrew Porter, formerly of the Marines" did not "derive any pay as an artillery officer" more than was ordered, etc.

45. John Paul Jones Papers (Jones to Arrowsmith, July 2, 1777); John Paul Jones Papers (Jones to Whipple, July 3, 1777); Pa. Arch., Series 2, I, 437-438; Pa. Arch., V, 235; The Leatherneck, February 15, 1921; D.A.R. Mag., January, 1922, 26; Marine Corps Gazette, September, 1921, 288.

46. Letter, Board of Admiralty to Pres. & Council of Penna., September 7, 1780 (Paullin, Out-Letters of the Bd. of Admir., 1776-1780, II, 264-265).

47. 2nd Lieut. Ephraim Bill of the Confederacy carried lette dated May 22, 1780, from Bd. of Admir. to Nathaniel Shaw. (Out-Letters of Bd. of Admir., II, 199); the same officer carried $500,000. from the Marine Com. to the Commissioners of the Navy Bd. of the Eastern Dept. (Out-Letters of the Marine Com., Letter February 28, 1779 and March 12, 1779, II, 49-50, 54); Captain Richard Palmes carried warrants to the amount of $44,000.00 in favor of Mr. Daniel Tillinghast Cont. Agt. at Providence, R.I., from the Marine Com., to the Commissioners of the Navy Bd., of the Eastern Dept., the letter dated November 12, 1777, informing the Navy Bd., that "Captain Palmes having lost his Horse in the Road, and being obliged to purchase anothe as he informs us, and not being in Cash to defray his Expenses on his return - On his application we have advanced him 200 Dollars and taken his receipt therefor duplicate whereof signed by him we inclose you in order that you properly settle with him, referring to you

47. (Continued)
how far he ought to be considered as to his loss. & charges." (Out-Letters of the Marine Com., I, 171; He also acted as Courier between the Boston and Paris in April, 1778; Life of Samuel Tucker, 93-94, 285; Log of Boston; Principles and Acts of the Revolution, 487; Works of John Adams, III, 119-120; When the Alliance arrived at New London, Conn., in May, 1782, from France, Captain William Morris, "carried despatches from Doctor Franklin to the American Congress then sitting at Philadelphia, at which place he resigned his commission as a Marine officer." (Pension Records); When the frigate Providence arrived at Nantes, France, May 30, 1778, Captain William Jones carried despatches concerning the treaty to the American Commissioners at Paris and left that city on June 11, with despatches from the Commissioners. (Biog. Cyc. of R.I., 155-156); The Mass. State Ship Mars arrived at Nantes, France, on September 10, 1780, and her commanding officer sent Captain of Marines William Tidmarsh express to Paris with the despatches for M. David and Mr. Adams" etc. (Mass. Mag., III, 265).

48. Out Letters of the Marine Committee, II, 1.

49. Cooper, Hist. Navy, U.S., I, 293; On August 15, 1829, Comdt. of M.C., in a letter to the Sec. Navy referred to this rule of a "Marine for each gun." In his Annual Report to the Secretary of the Navy, November 19, 1850, Brig. Gen. Comdt. Arch. Henderson stated: "During the last war with England, and previous to that our vessels had a private Marine to each gun."

50. "The effect of their fire, not only then, but in all subsequent conflicts, under those circumstances in which it could be resorted to, has usually been singularly creditable to their steadiness and discipline." (Cooper, Hist. Navy U.S., I, 295); See also Letter October 15, 1839, Comdt., M.C., Henderson, to Sec. Navy, in which he stated he "could point out two cases where the skill of our Marines' musketry has contributed greatly to the successful issue of actions at sea, the Serapis and Bon Homme Richard; Frolic and Wasp."

51. N.H. Genealogical Record, III, 1905-1906, 71; Life of Samuel Tucker, 93, 95, 96, 300, 342; See also Cooper's Hist. of Navy, I, 192-198; Let. June 15, 1779 of A. Gillon at L'Orient, pub. in S.C. Hist. & Gen. Mag., May 10, 1909, 131-135; Allen, Nav. Hist. of the Amer. Rev., II, 444-448; Maclay, in his Hist. of the Navy, 109, wrote that there were 380 inclusive of "137 Marine

51. (Continued)
soldiers;" Jones wrote De Sartine on August 11, 1779, regarding 137 Marines. (J.P.J. Papers, V); Lossing, American Revolution, II, 639.

52. After Captain Biddle has assumed command of the frigate Randolph in 1776, he entered "a number of British Seamen, who were prisoners of War, and who had requested leave to enter." (Oliver Oldschool, The Port Folio (New Series), II, October, 1809, No. 4, 289); Marines of Jason in 1779 were ex-British cavalry under Burgoyne (Greenwood, Captain John Manley, 109); "Ship Raleigh's Book" shows 17 French Marines enlisted in December, 1777. (N.H. Gen. Rec., III, 1905-06, etc.).

53. Called by some writers the "Volunteer Navy;" and by others the "Militia of the Sea." (Hart, The American Nation, IX, 289-292); Congress provided that "one third, at least," of privateers crew must be "landsmen" (Clark, Nav. Hist. of U.S., II, 73); Marines were expressly mentioned in a Continental privateer's commission for the Beaver dated March 6, 1778. (Greenwood, John Manly, 165-167); Commission of Gustavus Conyngham, commander of the Surprise in the service of the "Thirteen United Colonies of North America," signed at Baltimore by John Hancock on March 17, 1777, required "all officers, Marines and seamen" to obey his orders. (Outlook, January 3, 1903, 75; Barnes, With the Flag in the Channel, 156-157). For embargo on privateer recruiting See Note 95, Chap. VI; George Washington wrote: "Our rascally privateersmen go on at the old rate." (Wister, Seven Ages of Washington, 2); For law suit against John Paul Jones by owners of privateer Eagle see DeKoven, J.P. Jones, I, 133-136.

54. The "Gentlemen Sailors" went to sea, not as common seamen, but as "Adventurers," they were not assigned to the ordinary work of the seamen, "but formed a sort of Marine Guard, standing between the officers and the regular crew." (Maclay, Hist. of Amer. Privatee 7-8); British privateers carried Marines (Williams, Liverpool Privateers and Liverpool Slave Trade, Field, Britain's Sea Soldiers, I, 118,132).

55. See New London Hist. Soc., No. 1, 6, where "gentlemen volunteers" were invited to join the Revenge; See also New London Hist. Soc., No. 1, 1890-1894, 6, where in 1777 Capt. Joseph Conkling invited "Gentlemen Volunteer who desired to make their fortunes with ease and pleasure" to join her; If Isaac J. Greenwood, in his "Captain John Manley," 109, is accurate, some were British. He writes that the Privateer Jason (Manley)

55. (Continued)
sailed from Boston on June 21, 1779 "where he expected to take on board one of his officers, Lieut. Frost, and a number of men. Etymologists do not tell us whence or when the term 'Horse Marines' originated, but certainly on this occasion the majority of Manley's Marines had been cavalry under General Burgoyne, who was also Colonel of the Sixteenth, or Queen's Regiment, of Light Dragoons." "The same troopers who had exercised in the Old South Church."; See The Private Soldier under Washington, 47, asking "any Gentleman Volunteers" to enter Ranger; The privateers captured not only military supplies for our Army but other things. On April 17, 1780, George Washington, at Morristown, N. J., wrote General Heath that he had "just been informed that a privateer from Philadelphia had sent a Jamaica man into the Delaware with about 450 puncheons of rum." (Coll. Mass. Hist. Soc., IV, 5th Series, 157-159).

56. See Notes 53, 58.

57. The success of Mass. in privateering "was probably the greatest contribution of sea-board Mass. to the Common cause. 626 letters of marque were issued to Mass. vessels by the Cont. Cong., and some thousand more by the general Court." Preyed on enemy's commerce, intercepted his communications with America; "supplied the patriot army with munitions, stores, and clothing at Johnny Bull's expense." Privateering required speed. "The letter of marque ship General Pickering of Salem, Captain Jonathan Haraden, 14 guns and 45 men, * * * beat the British privateer Achilles of three times her size and armament off Bilbao, in one of the most gallant seafights of the Revolution." (Morison, Mar. Hist. of Mass., 30); "The distinction between the ships of the national navy and those equipped by the Colonies or even by private individuals was not closely drawn; and they acted jointly or severally as circumstances demanded." (Benjamin, Naval Academy, 18); Letter written from a Mass. seaport on May 16, 1779: "Privateering was never more in vogue than at present; two or three privateers sail every week from this port, and men seem as plenty as grasshoppers in the field; no vessel being detained an hour for want of them." (Va. Gazette, June 19, 1779, cited in Paullin, Navy Amer. Rev., 341); See Paullin, Navy Amer. Rev., 149; See also Gomer Williams, Liverpool Privateers, Chapter IV - Privateers of the American War of Independence; "As to the sea warefare in general, it is needless to enlarge upon the fact tha the colonists could make no head against the fleets of

57. (Continued)
Great Britain, and were consequently forced to abandon the sea to them, resorting only to a cruising warfare, mainly by privateers, for which their seamanship and enterprise well fitted them, and by which they did much injury to English commerce. By the end of 1778 the English naval historian estimates that American privateers had taken nearly a thousand merchant-ships, valued at nearly £2,000,000; he claims, however, that the losses of the Americans were heavier. They should have been; for the English cruisers were both better supported and individually more powerful, while the extension of American commerce had come to be the wonder of the statesmen of the mother-country. When the war broke out, it was as great as that of England herself at the beginning of the century." (Mahan, The Influence of Sea Power Upon History, 344); A Quarter-Bill for a Liverpool privateer of this period shows the "First Marine Officer with 24 musketeers" on the Quarter-deck; and the "Second Marine Officer with nine musketeers," on the forecastle." (Williams, Liverpool Privateers, 3-4).

58. A "Privateer Commission" issued by Cont. Cong., on March 6, 1778, to the Beaver mentions "Marines." (Greenwood, Captain John Manley, 165-167); Nav. Inst. Proc., June, 1923, 960, 962; Maclay, Hist. of Amer. Privateers, 7-8, states that the "Gentlemen Sailors" were "not assigned to the ordinary work of the seamen, but formed a sort of Marine Guard." The common seamen were to do the real drudgery of ship work, while these privileged tars [Marines] were to be on hand when fighting was to be done."

59. Maclay, Hist. of American Privateers, 8.

60. Each of the Thirteen Colonies, except New Jersey and Delaware supported a Navy (Paullin, Navy Amer. Rev., 152, 315, 477), but New Jersey sent out four privateers (Maclay, Hist. of Amer. Priv., 216-217).

61. Washington's Fleets at Boston and New York; Arnold's Fleet on Lake Champlain, etc.,

62. Cooper, Hist. Navy U.S., I, 292-293; All Marines should read Cooper's "The Pilot," and also his "Red Rover."; See also Army & Navy Chronicle, November 21, 1839, 323; See also Stevens, The Story of Our Navy, 6.

63. Journal of Andrea Doria (July 12, 1776), in Neeser, Despatches of Molyneux Shuldham, 1776, 289 et seq., reading "sent ye Marines on board the Providence that we gott at New York to ye camp at York."

64. Journals of Congress, III, 364-378; See also Clark, Naval Hist. of the U.S., II, 108-118; These rules, which were in force throughout the Revolution, and which were re-adopted for the government of the New Navy under the Constitution (Paullin, Navy Amer. Rev., 46, citing Clark, Naval Hist. of U.S., II, 108) were drawn up by John Adams. (Paullin, Navy Amer. Rev., 46-49); See also Nav. Inst. Proc., republished in D.A.R. Mag., November, 1919; Bolton, Private Soldier Under Washington, 170, gives information regarding Articles of War.

65. On November 28, 1775, Congress adopted Rules for the Regulation of the Navy of the United Colonies and Articles to be signed by the officers and men. These Rules provided among other things, that a court-martial should consist of at least six naval officers, "with three captains and three first lieutenants of Marines, if there shall be so many of the Marines then present." (Journals of Congress, November 28, 1775, 381; Clark, Naval Hist. of the U.S., II, 108-118); John Paul Jones is said to have disapproved of Marine Officers sitting as members of courts-martial. (DeKoven, J.P. Jones, I, 167-170); See also Id., I, 339; No provisions were made for holding courts of inquiry. (See Clark, Naval Hist. of the U.S., II, 54); On February 8, 1780, the Resolution of May 6, 1778, concerning courts of inquiry and courts-martial was re-enacted. On November 20, 1781, Congress revived this law of February 8, 1780, which had lapsed with the passing of the Board of Admiralty. By this Law the Agent of Marine was empowered to constitute a court of inquiry with three officers; and to constitute a court martial with three captains and three first lieutenants of Marines, "if there shall be so many of the Marines then present;" Resolutions of Congress, June 12, 1782, provided that a court of inquiry or court-martial for capital cases would consist of five Navy and Marine officers, two of whom shall be captains; and for cases not capital, of three Navy and Marine officers, one of whom shall be a captain in the Navy; Pennsylvania Arch., 1776, IV, 770, carries a letter dated in 1776 from the "Committee" to the Commanding Officer of one of the Pennsylvania State warships reading as follows: "It has been represented to the Board that some officers of the ship undertake to chastize the Marines whenever they think them culpable, and as this is irregular and may be attended with ill consequence, you are required to give notice to all the officers of your ship that the Marines being under their own officers complaint should be made to them of any misbehavior, and that they are not to be insulted or abused, and if any officer presumes to strike one of them he must answer for it upon complaint before a court-martial."; On April 15, 1784, Congress resolved that no extra allowance should be made to Naval and Marine officers who had been employed on courts-martial in the State where they

65. (Continued)
resided, etc.; on April 11, 1787, Congress resolved that an allowance of three and a third dollars per day would be allowed for naval and Marine officers employed on courts-martial out of the States of their residence, etc.; See Remembrancer, Part 2, 163-169, for courts-martial of Pa. Navy; See also Wharton, Dip. Corr., II, 689.

66. Army and Navy Register, Washington, D. C., September 9, 1905, 27, republishing trial from the Providence (R.I.) Journal; On July 11, 1776, the Marine Committee reported to Congress that the charge against Captain Whipple amounted to nothing more than "a rough, indelicate mode of behaviour to his Marine officers," and recommended Captain Whipple "to cultivate harmony with his officers." (Paullin, Navy Amer. Rev., 133-134; also published in Pennsylvania Gazette).

67. Hasson pleaded guilty and was sentenced to 50 lashes for desertion and 21 for quitting guard. ("Book found in 1891 in a box at 'Millbank' where it was probably deposited in 1838," in Archives of Pa. Hist. Soc., (Phila.) under Robert Mullen's Muster Rolls).

68. John Paul Jones Papers, July 28, 1779; Calendar of John Paul Jones Papers, 98; Towers was sentenced to 250 lashes and sent to French prison as a prisoner of war.

69. Naval Rec. of the Amer. Rev., 1775-1788, 170, indexing the trial under date of November 20, 1780; DeKoven, John Paul Jones, II, 142, 472.

70. Remembrancer, II, 167-169.

71. Journals of Cont. Cong., November 23, 25, 28, 1775; Clark, Naval Hist. of U.S., II, 108-118; Pa. Gaz., August 14 and November 20, 1776; A Res. of Cong., November 15, 1776, provided that captains would receive $30.00 and lieutenants $20.00 monthly, while enlisted men would receive the same pay as in the land service; See also Sherburne, Life of Paul Jones, 30-31; Clark, Naval Hist. of the U.S., II, 44; Congress ordered that Marines serving in Arnold's Fleet, that fought the Battle of Lake Champlain in September, 1776, should receive additional pay of 8s. per month; See Journals of Congress, November 15, 1776; The Marines of Major Nicholas' Battalion while serving as artillery in Gen. Washington's Army, received "additional pay to make the pay of officers and soldiers of the Marines equal to the artillery." (Journals of Cont. Cong.,

71. (Continued)
August 8, 1777; Certificate of Major Nicholas to Congress, March 2, 1782); By Resolution of Congress on July 27, 1777, Marine officers received $4.00 a week subsistence in domestic ports during such times as the ships they belonged to were not in condition to receive them; the present allowances for heat and light were represented in the Rev., by allowances in kind of wood and candles. (Pa. Arch., 2nd Series, I, 720, 777); On January 8, 1780, the Board of Admiralty wrote to Congress with reference to the pay of fifteen Marines doing garrison duty who thought themselves entitled to the same allowances given the Army by a Resolution of Congress on August 18, 1779. (Papers of Cont. Cong., XXXVII, 173); See also Naval Rec. of the Amer. Rev., 1775-1788, 131; on January 24, 1780, Board of Admiralty recommended to Congress that pay of all naval officers not in actual service should cease and that officers should retain rank but deposit commissions with Navy Board until called into service, and on January 25, 1780, Congress resolved that the pay of all Naval officers except those in actual service should cease. (C.C. 37, 175; Naval Records of the Amer. Rev., 1775-1788, 132); Congress passed a Resolution on May 31, 1781, that made an equitable arrangement for pay, allowances and bounty, according to the current rate of exchange; on April 28, 1783, at Philadelphia, Captain James Nicholson, seven other Captains of the Navy, two lieutenants of the Navy, and four Marine Officers - Major Samuel Nicholas, Captain Joseph Hardy, Captain Robert Mullen, and Lieutenant Gordon Bill - signed a Memorial for "themselves and the absent officers, seamen and Marines," to Congress. The Memorial set forth that the "Memorialists at an early period of the late war, very cheerfully offered their services for the defense of the Right and Privileges of the said States, and that in a line, not less hazardous to their personal safety than that of their fellow citizens in the Army." That Congress had resolved on January 25, 1780, "that the pay of all officers in the Navy not in actual service should cease from that day, but that they should retain their rank, depositing their commissions" in the Navy Boards until "they should be called into actual service." Congress was therefore asked to "grant them such relief as may comport with a proper sense of the dangers and hardships which they have suffered, and fix their future establishment, when out of actual service, upon a more just and liberal footing than it is at present." (Papers of Continental Cong., No. 41, VII, folio 99). Journals of Continental Congress, May 16, 1783 (XXIV, 347) refers to this; Journals of Cont. Cong., August 19, 1783, XXIV,

71. (Continued)
516, states that the Committee to which this Memorial was referred reported the following Resolution: "That in settling the accounts of Officers of the Navy of the United States, the deficiency of their original pay occasioned by depreciation of the Continental bills of credit be allowed to all who were in actual service on, or at any time after the 10th day of April, 1780, for the time they respectively were entitled to pay conformably to an Act of Congress of the 25th of January, 1780."; See also Resolution of Congress, August 1, 1787; In August, 1775, Connecticut State Marines received £2 per month (Colonial Rec. of Conn., XV, 111-113); For pay of Marines on sloop Guilford of Conn. Navy See Coll. Conn. State Library, Hartford, XIV:120; See Id., IX:157a, 159a, for Sergeant Major on Oliver Cromwell; In December, 1775, Virginia provided that the pay of her Marines should be as follows: "A captain of Marines, six shillings, and a lieutenant, four shillings" and "a Marine, one shilling and six pence." (Hening, Statutes of Va., IX, 83); additional bounties and pensions were granted Virginia Marines in 1779. (Hening, Stat. of Va., IX); a bounty of $1,000.00 for enlistment was offered in May, 1780. (Hening, Stat. of Va., X, 296-299); North Carolina State Marines' pay was fixed in May, 1776, as follows: Captain of Marines £8 and Marines £2, 13s. 4d. (N.C. Col. Records, X, 352; but Southern Lit. Messenger, XXIV, 1-20, 134-148, 210-221, 273-285, states Captains received 6s. and privates 1s. and 6d.); on July 18, 1776, the Pennsylvania Committee of Safety resolved to pay the Marines on board the ships and Floating Battery 50s. per month from June 1, 1776. (Force, American Archives, I, 1297); On March 1, 1780, the General Assembly granted Marines in the Pennsylvania Navy, who were in actual service on March 13, 1779, and who should continue therein until the end of the War, half pay for life. (Laws of Pa., September 17, 1777 and March 1, 1780); in 1776 the pay of the Maryland Marines was the same as the land troops. (Scharf, Hist. of Md., II, 193; Amer. Arch., 4th Series, IV, 744-745; 5th Series, III, 94); in October, 1780, Maryland Marines were paid £2, 5s. a month and a bounty of 40 dollars. (Statutes of Maryland, October Session, 1780, XXXIV); See Papers of Cont. Cong., 37, 475, where the Naval Officers and Captain of Marines Gilbert Saltonstall of Trumbull memorialized Board of Admiralty regarding depreciation of currency received as pay.

72. See Pa. Arch., Series 2, I,771, for wood and candles; See Journal of Congress, July 21, 1777; Clark, Naval Hist. of the U.S., II, 48; and Sherburne, Paul Jones, 30-31, for allowances in port.

73. The earliest mention of prize money was in September 2, 1775 and later on October 16, 1775, on which dates George Washington issued instructions regarding the distribution of prizes captured by certain vessels of his fleet - one-third of all captured cargoes was given to the officers, bluejackets and Marines as an encouragement. (Waite, Origin of the American Navy, citing Force, American Archives, 4th Series, III, 633); A Resolution of Congress, October 30, 1775, provided that the masters, officers, seamen, and Marines of Washington's fleet should be entitled to one-half of the prizes taken by them, and the whole of warships and privateers, etc., (Boston Gazette & Country Gentleman, November 25, 1776); On November 2, 1775, Congress fixed the "encouragement" of the officers, seamen, and Marines, at "one-half" of all ships of war made prize by them, and "one-third" of all transport vessels; The Rules for the Government of the American Navy, adopted by Congress on November 28, 1775, and the Resolution of Congress on December 5, 1775 and January 6, 1776, provided that Marines should share in prize money; Journals of Congress, January 6, 1776, March 23, 1776, October 30, 1776, November 15, 1776, October 4, 1779, July 10, 1782, a Letter dated October 6, 1779 from Navy Board, Eastern Dept., to Marine Committee, Papers of Cont. Cong., April 23, 1777, all referred to prize money; a photograph of an order signed by John Paul Jones for prize money of a Marine named Nathaniel Cooke of the Alfred appears in Field, Esek Hopkins, 167-168; See Sherburne, Life of Paul Jones, 23-35; All the States possessing Navies including Pennsylvania, Massachusetts, Maryland and South Carolina, provided that their Marines should share in prize money; See also Greenwood, John Manly, 16; Congress was so anxious to induce Maryland and Virginia to send their galleys in an expedition to reduce East Florida that it offered the Continental share of captures to the captors. (Secret Journals of Congress, November 10, 1778).

74. The first pension so far known is that of Private Elihu Reynolds, who "was bruised in the right leg between two boats crossing troops from" Pennsylvania "to Jersey in December, 1775" while serving "in the Galley Service of the State of Pennsylvania," and was awarded $3.00 a month. (Pa. Archives, II, 757); Reynolds entered Franklin of Pa. Navy on December 14, 1775. (Pa. Arch., Series 2, I, 297); in Resolutions dated August 26, 1776 (Pa. Gazette, September 4, 1776) and October 30, 1776, Congress made provisions for the pensioning of Marines. Pension Records contain names

74. (Continued)
of many Marines who received pensions; the first of the foregoing Resolutions provided that all Army pensioners who were "found capable of doing guard or garrison duty, shall be formed in a Corps of Invalids,' and "the officers, Marines and Seamen" who were pensioners."found capable of doing any duty on board the Navy, or any department thereof shall be liable to be so employed;" on September 17, 1777, an Act was passed for the relief of Seamen and Marines, who being in the service of the United States and residents of the State of Pennsylvania, should be disabled from earning a livelihood; On March 1, 1780, the General Assembly of Pennsylvania granted officers, seamen and Marines in the Pennsylvania Naval Service, who were in actual service on March 13, 1779, and who should continue therein until the end of the war, half pay for life. (Laws of Pennsylvania, September 17, 1777, and March 1, 1780); in May, 1777, the Connecticut General Assembly granted such pensions as were designated by the Continental Congress on August 26, 1776, and in imitation of the resolutions of Congress it granted half-pay to all officers, seamen and Marines in the Connecticut Navy who were wounded in action so as to be disabled from earning a livelihood, and a fraction of half-pay for lesser disabilities; See also Paullin, Navy of the Amer. Rev.; N.E. Mag., February, 1907, 714-724; In May, 1779, the General Assembly of Virginia provided that "disabled sailors [and Marines] and the widows of the slain were entitled to immediate relief, and an annual pension"; the State of Maryland on June 13, 1782, authorized that "officers and seamen [and Marines] who should lose a limb, or be otherwise maimed or hurt, were to receive the same benefits which the State should hereafter give to her soldiers in the Continental Army;" See Greenwood, John Manley, 167-170, for pensions; also Annals of Congress, 1818-1819, I, 79 for "Lieut. of Marines."

75. See The Southern Literary Messenger, XXIV, 19, which describes the hospital of the Virginia Navy, which was maintained by a monthly levy of nine pence from the sailors and Marines. John Paul Jones in a letter April 7, 1777 is said to have written: "And the necessity of establishing an Hospital near each Dockyard, under the care of skilful physicians is self-evident. (DeKoven, John Paul Jones, I, 184, 187).

76. Dandridge, American Prisoners of the Rev., 27, 90-91, 188, 237, 336, 357-358; General Jeremiah Johnson, who as a boy lived near Wallabout Bay in the Revolution, Note Book by; An unsigned statement in Southern Literary

76. (Continued)
Messenger in 1857; Ebenezer Fox, Book written in 1838, published in 1848; Moore, Diary Amer. Rev., II, 219-220, 461; Pennsylvania Packet, September 4, 1781; Weekly Reg., Baltimore, July 25, 1812, 350; Coggeshall, American Privateers, 342-343; Spears, Hist. of Our Navy, I, 224; Ganoe, History of the U.S. Army, 38, mentions Whitby, Jersey, Hunter, Scorpion, Stromboli, and Good Hope; Watson, Annals and Occurences of New York City and State, II, 42, 328-337, mentions Whitby, Jersey, Hope and Falmouth; Tuckermay, Life of Talbot, 92-100; Abott, Naval Hist. U.S., 176; Bolton, Private Soldier Under Washington, 186-189; Paine, Joshua Barney, lambasts the Jersey and David Sproats; In cutting down the hill for the Brooklyn Navy Yard, they took up as many as thirteen large boxes of human bones; which, being borne on trucks under mourning palls, were carried in procession to Jackson Street on Brooklyn Heights and interred in a charnal-house constructed for the occasion, beneath three great drooping willows. (Watson, Annals and Occurrences of New York State and City, 328). American Marines escorted these remains on this occasion. (in Spring of 1808, Johnson to Wharton, March 31, 1808).

77. Dandridge, Amer. Prisoners of Rev., 187; Southern Literary Messenger, N.S., XXIV, 140; Div. Rec., Navy Library, Class 3, Area 7, 1777-1778 and Class 2, XD; See Force, Amer. Arch., 5th, III, 598, shows that Jacob Valentine was Marine Officer of Mosquito on November 8, 1776; See also Benjamin, Naval Academy, 18.

78. Livesey, Prisoners of 1776, a Relic of the Revolution, 23-205.

79. Hubert, The Prisoners of 1776; D.A.R. Mag., October, 1924, 625; Penna. Packet, May-June, 1782; N.E. Hist. & Gen. Mag., 1865, 74, 136, 209; The imprisoned Americans were confined chiefly at Forton Prison at Portsmouth and Mill Prison at Plymouth. (Paullin, Navy Amer. Rev., 267); Bolton, Private Soldier Under Washington, 186-189; See also Paine, Ships and Sailors of Old Salem, quoting Journ., Wm. Russel.

80. The Articles of Confederation gave us the name of "The United States of America," and described the resulting union as a "firm league of friendship." On June 11, 1776, Continental Congress resolved that a committee should be appointed to prepare and digest the form of a confederation to be entered into between the Colonies. A Committee, composed of one member from each of the Colonies, was appointed the following day. Considerable debate resulted when this Committee reported, and on November 15, 1777, a copy of the confederation was

80. (Continued)
made out, amended, and finally agreed to. It was then sent to the legislatures of the several states to act on. The form of ratification was adopted by Congress on June 26, 1778. On July 9, 1778, the confederation was ratified by New Hampshire, Massachusetts Bay, Rhode Island, and Providence Plantations, Connecticut, New York, Pennsylvania, Virginia, and South Carolina; North Carolina Signed on July 21, 1778; Georgia on July 24, 1778; New Jersey on November 26, 1778; Delaware on May 5, 1779; and Maryland in 1781; these articles authorized Congress to "build and equip a Navy"; to establish rules regarding captures on land and sea, and for the distribution of prize-money for prizes taken by the "land or naval forces;" and to grant letters of marque and reprisal in time of peace;" nine states of the thirteen were required to "agree upon the number of vessels of war, to be built or purchased, or the number of land or sea forces to be raised," or to "appoint a Commander-in-chief of the Army or Navy;" these articles also provided that "no vessels of war shall be kept up in time of peace by any State, except such number only, as shall be deemed necessary by the United States in Congress assembled, for the defence of such state, or its trade." See also Lossing, Hist. U.S., IV, 97; Paullin, Navy, Amer. Rev., 197-202; Spencer, Hist. U.S., II, 33; Bolton, Private Soldier Under Washington, 170.

81. Harper, Encyc. of U.S. Hist., 347-348; Paullin, Navy Amer. Rev.; Naval Inst. Proc., December, 1911, 1120-1121; "The first steps toward shifting the administration of the Navy to others than members of Congress were the appointment in November, 1776, of a board of naval experts in Philadelphia, and in April, 1777, of a similar board for the Eastern States, both to be under the direction of the Marine Committee." (Burnett, Letters of Members of the Cont. Cong., II, 211); The Marine Department had been offered to Alexander McDougall, who had commanded a privateer in the French & Indian War; but, as he was unwilling to resign his commission in the Army, the management of naval affairs was presently transferred to the Superintendent of Finance. (Hildreth, Hist. of U.S., III, 403-404).

82. Journals of Congress; See also Clark, Naval Hist. of th U.S., II, 65.

INDEX for CHAPTER IV
Volume I.

AFLOAT AND ASHORE, 1776-1777

Chapter V, Volume I,

History of the United States Marine Corps

By

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

The following form of citation is suggested if it is desired to cite, either in published works, or manuscript, any information contained herein:-

(McClellan, Hist.,U.S.M.C.,1st ed.,I,Ch.5, p--)

V.

AFLOAT AND ASHORE, 1776-1777.

The day after Continental Congress authorized the raising of Continental Marines, the Marines of the South Carolina Navy were engaged with the enemy in their State on November 11, 1775,[1] and were rewarded by a vote of thanks by the South Carolina Congress.

Captain Simon Tufts, commanding the South Carolina Colony schooner Defence was ordered to cover and protect the sinking of four sand-laden hulks on the Bar of Hog Island Creek, so as to obstruct the passage of British war vessels through the Creek to Charleston. The thirty-five Marines of the Defence were commanded by Captain William Scott. Three of the hulks were sunk under fire of the B ritish warships Tamar and Cherokee which were within gunshot. The Defence continued that night on the station and at daylight the 12th sank the fourth hulk, as the two enemy vessels fired their broad-sides at him. Captain Tufts reported that all "displayed the greatest cheerfulness, tranquility and coolness," and that no American casualties had resulted.

The South Carolina Provincial Congress, on Sunday, November 12, 1775, passed the first Resolution of thanks ever voted the Marines by a Congress when it "ordered that the thanks of the Congress be returned to Captain Tufts, for his spirited and prudent conduct" and "also to Captain William Scott, who acted as a volunteer in the command of

the Marines on board the schooner Defence; and that those gentlemen be requested to return the thanks of this Congress to all the officers and men who acted under their respective commands."[2]

The Chapter describing the Birthday of the Marine Corps has set forth how Congress by various resolutions enacted the legislation necessary to bring a Continental or Regular Navy into existence.

The Black Prince, owned by John Nixon of Philadelphia early in November, 1775, was lying off Philadelphia.[3] She was the first ship bought by Congress for the regular or Continental Navy.[4] Dr. Solomon Drowne, at Philadelphia, wrote to his parents, on November 13, 1775, that the "Black Prince, a large ship," (later renamed the Alfred), and a schooner were being converted into warships at Philadelphia.[5] On December 6, 1775 a gentleman in Philadelphia wrote that "the Black Prince, a fine vessel, * * * carries a flag, * * * Two stout fast-sailing brigs, a 16-gun sloop just arrived from Rhode Island, * * * the Admiral and Commanders are all determined on, but not publicly known."

While the Naval Committee had selected or appointed Esek Hopkins on November 5, 1775[7] as commander-in-chief and the Committee no doubt had selected other naval officers, none of them were actually commissioned by Congress until December 22, 1775.[8]

On November 28, 1775, John Hancock, President of

Congress signed the commission of Samuel Nicholas as Captain of Marines.[9] He immediately opened a rendezvous in the Tun Tavern, Philadelphia, to recruit a Marine Detachment for the Black Prince (Alfred) to which ship he had been assigned.

The Black Prince was acquired by the Naval Committee as the Alfred of the Navy of the United Colonies late in 1775, and we know that on December 3, of that year the date the "Continental Flag" was hoisted over her.[10] Many authorities[11] hold that John Paul Jones was the First Lieutenant of the Alfred on this date and hoisted the "Continental Flag" over her. If he did, he did so before he claims to have been commissioned by Congress and before the date he himself claims to have hoisted the flag. John Paul Jones only states that he hoisted the flag on the date that "the Commander-in-Chief embarked on board the Alfred," which was early in January, 1776.

John Paul Jones himself only claims he was commissioned as Lieutenant on December 7, 1775.[12] However, he may have been on board the Alfred on December 3, 1775, when the "Continental Flag"[13] was hoisted on board her; but his Journal would seem to settle the matter when it states he was commissioned on December 7, 1775, and later hoisted the flag.[14]

There are references to a flag hoisted on December 22, 1775, by order of John Hancock, when Jones took the members of Congress to show them this vessel then about ready to be

put in commission but this is not based on any solid source.[15]

Esek Hopkins[16] received an appointment as Commander-in-Chief of the Navy from the Naval Committee on November 5, 1775, but this appointment was not confirmed by Congress until December 22, 1775. He arrived in Philadelphia the early part of January, 1776, in the sloop Katy, that was afterwards taken into the Continental service and renamed the Providence.[17]

The first fleet of vessels of the regular American Navy was that commanded by Commodore Esek Hopkins.[22] It was formed of the flagship Alfred (Black Prince), Columbus (Sally), Andrea Doria, Cabot, Providence (Katy or Catea),[23] Fly, Hornet, and Wasp.[24] On the Alfred were Captain Samuel Nicholas, First Lieutenant Robert Mullan, Second Lieutenant John Fitzpatrick, and sixty Marines;[25,26] on the Columbus were First Lieutenant John Trevett[27] and sixty Marines;[26] on the Andrea Doria were Lieutenant Isaac Craig[28] and thirty Marines;[26] on the Cabot were Captain John Welch,[29] Second Lieutenant James Hoard Wilson and thirty Marines;[26] on the Providence were Lieut. Peregrine Brown and twenty-eight Marines;[26] on the Hornet were Lieut. John Martin Strobagh[30,3] and about twenty Marines; the Fly and Wasp each carried about twenty Marines.

On January 4, 1776, Timothy Matlack, by order of the Naval Committee, issued positive orders, that "every officer in the Sea and Marine service and all the common men

belonging to each" ship immediately "repair on board" etc.[32]

The Alfred, Columbus, Andrea Doria, and Cabot "cast off from the wharf" at Philadelphia at 2:00 P.M., January 4, 1776 and dropped down the Delaware. The Providence and Fly joined.

Commodore Hopkins, having arrived in the Providence, went aboard his flagship, the Alfred, early in January, 1776.[18] As he reached deck, the Marine Guard under Captain Samuel Nicholas, rendered honors, and Lieutenant John Paul Jones broke out at the masthead a flag. Facts fail us when we attempt to obtain a description of this flag; but it has been generally stated that it was a yellow silk flag bearing a rattlesnake about to strike, with the motto "Don't Tread on Me!"[19] Numerous announcements have been made that this was the first flag hoisted on board an American man of war of the regular Navy but it would appear that the "Continental Flag" raised on the Black Prince (later Alfred)on December 3, 1775 should be accorded that honor. The "Grand Union Flag" was also displayed, either when Hopkins boarded the Alfred at this time, or shortly after.[20]

Owing to the ice it was not until January 17, 1776, that the fleet sailed. On that day they dropped down to Reedy Island.

These six ships finally sailed on February 11th flying both the "Grand Union"[21] and the "Rattlesnake" flags, and on the 13th were joined by the Hornet and Wasp[33] from Baltimore, inside Cape Henlopen, where the entire squadron anchored

until February 18, 1776.[34]

This squadron sailed from the Delaware in February, 1776 passing Cape Henlopen on the 18th, for a West Indian cruise.[35]

Arriving at Abaco on March 1, 1776 "after a very pleasant passage of fifteen days"[36] from Cape Henlopen, Hopkins decided to make a descent upon New Providence, in the Bahamas, for the purpose of capturing or destroying the "warlike stores"[36] located there. At Abaco "two small sloops" were "detained as transports to carry the Marines over to Providence."[36] The Squadron with these two transport-sloops sailed from Abaco for New Providence on March 3d.[37]

The Fly and Hornet had become separated from the squadron on February 19th and therefore did not participate in the capture of New Providence.[38] On February 21, the masthead of the Hornet carried away and she "bore away for some part of the continent;" the Fly followed the squadron and joined it on March 11th.[37]

A plan was formed to embark the Marines on board the two sloops keeping the men below until the vessels had anchored in the harbor close to the forts, when the Marines were to land and take possession.[39]

A landing party of two hundred Marines and fifty Bluejackets under the command of Captain Samuel Nicholas[40] was accordingly formed and embarked in the two sloops, on March 2d, the plan being to surprise the town. But the whole

squadron very injudiciously appeared off the harbor in the morning instead of remaining out of sight until after the sloops had entered.[41] Despite this, however, the sloops were sent in, with the Providence and Wasp covering the landing, on March 3, 1776.[36,38,40] This was the first landing of American forces on foreign soil and "the first occasion upon which any American flag floated over foreign territory."[42]

Captain Nicholas and his party landed on the east end of the Island at a place called New Guinea. The inhabitants were very much alarmed as they supposed the Americans to be Spaniards. As Captain Nicholas led his party toward the town he received a message from the Governor who desired to know what the presence of the Americans meant. Captain Nicholas sent a reply that the landing was for the purpose of taking "possession of all the warlike stores on the Island belonging to the Crown but had no design of touching the property or hurting the persons of any of the inhabitants,"[36] except in self defence. Captain Nicholas' party then marched forward to take possession of Fort Montague, a fortification built of stone half way between the landing-place and the town.[36] As the American force approached this fort it had to go around a deep cove with "a prodigious thicket on one side and water on the other."[36] Suddenly the fort opened up on the Americans but ceased fire after three 12-pounder shots had been fired.[36,43] Captain Nicholas sent "a flag" to the fort with the result that the

British spiked their guns and abandoned it. Upon occupying it Captain Nicholas found seventeen cannon (32, 18 and 12-pounders).[36]

The next morning, March 4th, at daylight, they pushed on and took possession of the Government House and Nassau (in which were 40 cannon).[36,44] "On this occasion, the first that ever occurred in the regular American Navy, the Marines, under Captain Nicholas, appear to have behaved with a spirit and steadiness that have distinguished the Corps from that hour down to the present moment."[45]

The Fly which, with the Hornet, had separated from the squadron on February 19th, rejoined at New Providence on March 11th.[37] The Marines re-embarked on board their ships on March 16th and Hopkins sailed homeward-bound from New Providence on March 17, 1776 - the day that the British evacuated Boston. He carried with him the Governor of New Providence and other officials as prisoners.[46] Sergeant of Marines Thomas Vernon Turner died on board the Andrea Doria on April 3, 1776.[37]

We have the same effect here as if there had been an "expeditionary force" of Marines on a fast sailing ship with the fleet. The combined Marine detachments formed a force of about 250 Marines which was available for expeditionary purposes. Hopkins was criticized for not carrying out his instructions and for other causes but the Marines successfully accomplished the mission assigned to them by the commander-in-chief.

The squadron[47] captured the British schooner Hawke off Long Island, April 4, 1776, and the next day took the British Boom Brig Bolton off Long Island.[48]

On the 6th of this month the first naval battle engaged in by an American squadron was fought when Hopkins' squadron engaged the British ship Glasgow, commanded by Howe, "between the mainland and Block Island in what is known as Block Island Sound, and in all probability off what is now Quonochontaug, Charlestown Beach and Matanuck."[49] Howe reported that the battle started by the Alfred when "a hand grenade was thrown out of her top."[50] The Glasgow escaped but lost her tender to the Americans. Captain Nicholas reported that he went to bed at midnight and at 1:30 a.m., he was awakened by the cry of "All hands to quarters!" "We were soon ready for action; the main body of my company, with my First Lieutenant, was placed in a barge on the main deck, the remaining part, with my Second Lieutenant and myself on the quarter-deck."[36] Second Lieutenant of Marines John Fitzpatrick, fell dead by the side of Captain Nicholas at the first broadside,[51] "shot by a musket-ball through the head. In him" wrote Nicholas, "I have lost a worthy officer, sincere friend and companion, that was beloved by all the ship's company."[36] John Paul Jones on the Alfred wrote that it was "surprising that we only lost the Second Lieutenant of Marines and four men."[52] Three Marines out of twelve stationed on the quarter deck of the Alfred were killed and of those stationed in the barg

two were wounded.

In this battle Second Lieutenant of Marines James Hoard Wilson and Privates Patrick Kaine and George Kennedy of the Cabot were also killed and seven Marines of the Cabot,[53] were wounded, four of them being James Trowden, Thomas Doyle, Christian Gosner and John Curtis.[53] One Marine was wounded on board the Columbus. Thus there was a total of seven Marines killed and ten wounded. The "drummer" of the Andrea Doria was wounded in the leg but it is not yet known whether he was a Marine or Bluejacket.[37] Howe reported that the British had "one man killed and three wounded by the musketry from the enemy."[54]

Most of the fleet returned to Providence, R. I., in time to celebrate the first Independence Day, on July 25, 1776.[37,55]

While Hopkins and his squadron were thus actively engaged in Southern waters there was another group of naval vessels gathering laurels in the North. We have already read of the formation of a squadron of naval vessels by Washington under the encouragement, financial and otherwise, of Congress.[56] On November 29, 1775, one of Washington's cruisers, the Lee, flying the Pine Tree Flag,[57] commanded by John Manly, captured the Nancy, loaded with war munitions.[58]

In March, 1776, the British sloop of war Otter made a demonstration with boats in the Patapsco River, which produced alarm in Baltimore. The Marines of the Maryland

warship Defence assisted in driving off the marauders and capturing five boats.[59]

The spirits of the public and of Congress were cheered by the news of the victory of the Lexington over the Liverpool's armed tender Edward, off the Capes of Virginia, on April 7, 1776. In this engagement which lasted "near two glasses,"[60] the Lexington had two killed, and four wounded including Sergeant Haslit of the Marine Guard, which was commanded by Lieutenant Abel Morgan. Captain John Barry reported to the Marine Committee that his officers, Bluejackets and Marines "behaved with much courage."[60] The Lexington had left the Delaware Capes late in January, or early in February, 1776, on the first real cruise made by a vessel of the American Navy.[61] It may better connect the history of this little brig, if we add here that she went to the West Indies the following October, and on her return was captured by the Pearl near the spot where the Edward had been taken. It was blowing fresh at the time and, after taking out of his prize a few officers, and putting a crew on board her, the Commander of the Pearl ordered her to follow his own ship. That night the Americans rose, and overpowering the prize crew, they carried the Lexington into Baltimore. The Lexington was immediately re-commissioned and in March of 1777 she sailed for Europe, where, as we will read later on, after considerable success, she was captured by the Alert.[62]

The Marines held a warm place in the heart of John Paul

Jones. He had faith in them and always carried as many as his vessels would permit. His first command was the Providence and a large Marine Guard served on it, when that vessel engaged the British frigate Solebay, when she outran the British frigate Milford, and in many other engagements. The Providence was so much faster than the Milford that Jones played with her, shortening sail and allowing her to gain. "Like a fat hound on the trail, who began to bark - to fire when a long way off,"[63] but with no damage to the Providence. John Paul Jones reported that the British captain excited his "contempt so much" by his continual firing at more than twice the proper distance, that when he rounded-to, to give his broadside, he ordered his "Marine officer to return the salute with only a single musket."[63] The Marines shared in the glory and in the more substantial prize-money resulting from the vessels captured by the Providence under John Paul Jones in this and his other cruises on the Providence and the Alfred.[64]

On the evacuation of Boston by the British in March, 1776, General Washington moved his headquarters to New York and organized his second fleet of war vessels,[65] consisting of the General Schuyler, General Mifflin, Lady Washington, General Putnam, and other vessels. Marines were stationed on all of these vessels. They also served on board the row-gallies Whiting, Crane and Shark of Connecticut[66] that joined this naval force of Washington.[67] These vessels engaged the enemy several times. The New

York State sloop Montgomery frequently cruised in their company. On August 3, 1776, the galleys made a spirited attack on the Phoenix and Rose in the Hudson.[68] The Crane had one man wounded; the Whiting, one killed and three wounded.[69]

On December 4, 1776, Victor Bicker, Jr., was appointed Lieutenant of Marines on the Congress of New York and directed to enlist 30 Marines to guard that vessel, the Montgomery stores, etc.[70]

The Potomac around Quantico was a very busy spot of water during the American Revolution. The few vessels composing the "Potomac Navy" as the Virginia State Navy of the Revolution was designated, frequently anchored in that vicinity. Dunmore's fleet sailed into the Potomac River about the middle of July, 1776. His larger ships were the Fowey, Roebuck, Mercury, and Otter. He carried havoc and destruction with him and among his many devastations was that caused when he landed near Aquia Creek, right below Quantico, burned the residence of Mr. William Brent, after looting it, and moved on up to Occoquan Creek.[71]

In the summer of 1776 the Committee of Safety of the State of Virginia was hard-pressed to obtain the necessary sails for the fleet of the "Potomac Navy." At this time a brig belonging to Doctor William Savage was lying in Quantico Creek. The Committee ordered that her sails be seized in order to outfit one of the vessels of the Virginia

Navy. Later in 1779 Doctor Savage entered a "grievance" and received compensation for the sails.[72]

The Marines in Philadelphia took part in the general celebration of National Independence on July 4, 1776, and "the grand demonstration" on the 8th of July.[69,73]

In April, 1776, the Andrea Doria went to the eastward and captured two armed transports carrying 100 Highland troops each,[73] one of which was retaken by the British.[74] On June 19, 1776, the Andrea Doria "got a Lieutenant and 17 private Marines from the Alfred."[75] Lieutenant Isaac Craig was her Marine Officer until about September, 1776.[76] Later in the year, the Andrea Doria, First Lieutenant Dennis Leary[77] having relieved Lieutenant Craig as Marine Officer, visited the Dutch port of St. Eustatius in the West Indies, arriving there on November 16, 1776.[78] Here the flag on the Andrea Doria received what has been called the first salute to an American flag by a foreign power.[77] This flag, of course, was not the Stars and Stripes. But it is claimed that about three weeks before this an American schooner had had her colors saluted at the Danish Island of St. Croix.[79] On her return voyage, the Andrea Doria captured the English Brig Racehorse[80] "after a very obstinate engagement in which the Andrea Doria had two men killed, some wounded" and some damage done to her. The Racehorse suffered more severely.[81] The Racehorse was sent into Philadelphia. The Andrea Doria arrived at Philadelphia late in December, 1776, just in time to allow her Marines to

assist Washington in his battles in New Jersey.[81] Lieutenant Leary received his share of the prize money.[82]

On May 8, 1776, a large number of Pennsylvania State Marines, as well as some Continental Marines, engaged the enemy. The Montgomery with thirteen armed boats and the fire vessel Aetna of the Pennsylvania Navy, on the Delaware had a long and well-contested struggle with the Roebuck and Liverpool[83] and their tenders. The Montgomery, the Continental ship Reprisal and floating battery Arnold remained up the river but the boats attacked the Roebuck and Liverpool at the mouth of Christian Creek. The Continental schooner Wasp appeared and captured the brig. The British ships retreated.[83]

On June 17, 1776, the Connecticut brig Defence left Plymouth, Mass., Lieutenant Joseph Squire commanding her Marines.[84] Two British transports had beaten off the Massachusetts State ship Lee and three privateers. These two enemy ships then anchored in Nantasket Road. The Defence entered the harbor and captured these two transports and 200 British soldiers. The next morning the Defence captured a third British transport and over 100 soldiers. Thus did about 500 soldiers of the best corps in the British Army fall into American hands through the victories of the Andrea Doria and Defence.[85]

After evacuating Boston on the 17th of March, 1776, the British retired to Halifax and then appeared off Charleston, S. C., in June. The Americans held Fort Sulli-

van (now Fort Moultrie) on Sullivan's Island. The British attacked this fort on June 28th.[86] The Acteon got tangled up in the shoals, went aground and was destroyed by fire. "While she was on fire,"[87] narrated several present, "Mr. Milligen,[88] one of our Marine officers,[89] and a party of men, boarded her, brought off her colours, the ship's bell,"[87] sails and stores, etc.[90]

The command of Lake Erie engaged the attention of Congress in the summer of 1776. On July 11 of that year Congress directed the Commissioners of Indian Affairs in the Middle Department to "inquire what naval force on Lake Erie will be necessary to secure to the United States the command of the navigation of that lake." Unfortunately for the Marines no plans developed from these inquiries, for undoubtedly they would have been assigned an important mission in carrying them out.[91]

The Marines achieved distinction on fresh as well as salt water. On May 31, 1775, Continental Congress desired the New York Provincial Congress "to take effectual care that a sufficient number of batteaus be immediately provided for the Lakes."[92] Major-General Schuyler commanded the Continental forces in this region, including the naval force on the Lakes. In September, 1775, this consisted of a sloop, a schooner, two row-galleys, and ten "batteaus."[93]

About August 1, 1775, the New York Provincial Congress sent James Smith to General Schuyler to take command of the sloop Enterprise on the Lake.[93]

Smith either received or gave himself the title of "Commodore on the Lakes." He did not long hold this title for in March, 1776, Continental Congress appointed Major William Douglass of New York, "Commodore on the Lakes," a position for which General Schuyler had recommended Captain Jacobus Wynkoop of the same State.[94] Douglass did not enter upon his appointment and in May, 1776, General Schuyler, acting under orders of Congress, put the armed vessels under the command of Wynkoop.[95]

About the first of July, 1776, the American forces were driven out of Canada.[96] They retreated to the forts on the Lakes. The holding of Lakes Champlain and George, which were strategic parts of the line of communication between Canada and the Hudson now became a matter of vital importance.[97]

"The Americans, small as their flotilla was, still kept the superiority, obtained for them by Arnold's promptness a year before."[98]

On June 17, 1776, Congress ordered General Schuyler to build "with all expedition, as many galleys and armed vessels as, in opinion of himself and the general officer to be sent into Canada, shall be sufficient to make us indisputable masters of the Lakes Champlain and George."[99]

Towards the end of June, 1776, Brigadier-General Arnold had begun to exert an influence in naval affairs on the Lakes, and towards the end of July, 1776, General Gates appointed him to command the naval forces on the Lakes.

Wynkoop refused to yield to Arnold since he had been appointed by Congress. General Gates placed him under arrest and sent him to General Schuyler.[100]

By October 1, 1776, the force on Lake Champlain consisted of one sloop, three schooners, eight "gondolas" and four galleys.[101] Each of these vessels carried Marine Detachments, detailed from the Army.[102] A total of close to four hundred Marines served in this fleet.[103] But while they were of the Army they were always referred to as "Marines."[104] Among the famous characters who acted as Marines was Brigadier-General Cushing, who served as a Sergeant of Marines on board the galley Congress.[105]

Arnold, himself, although a soldier was originally a man of the sea,[106] and he experienced the same difficulty, as did the British naval service prior to 1664 and as did Washington in marining his fleet around Boston. He found out that soldiers unaccustomed to ships and untrained to the ways of the water, were not Marines. Arnold wrote that he had a "wretched motley crew in the fleet; the Marines the refuse of every regiment, and the seamen few of them ever wet with salt water." Many of his seamen and Marines were almost naked.[107] Arnold being a salty soldier thoroughly acquainted with sea-going life, labored industriously and intelligently with these soldiers and turned them into lake-going soldiers of such quality that he actually praised them after he had fought his famous battle later in the month.

The British fleet appeared off Cumberland Head, Lake Champlain, on October 11, 1776, and engaged the Americans.[108] During the night the Indians associated with the British harassed the Americans who suffered severely in this part of the engagement, known as the Battle of Valcour. For instance, all the "officers, excepting a Lieutenant and Captain of Marines were either killed or wounded" on the galley Washington.[109]

Arnold then retired toward Ticonderoga during the foggy night. About noon, the 13th, the British overtook and engaged the American vessels. After fighting for about "five glasses," Arnold decided to retire. Accordingly the Congress, carrying Arnold, supported by five gondolas, covered the withdrawal of the remaining vessels. He then ran his vessels ashore. As the Congress struck, the Marines jumped overboard, with their arms and accoutrements, and ascended a bank about 25 feet elevation, and formed a line for the defence of their vessels and flags, Arnold being the last man who debarked. The enemy did not venture into the cove, but kept up a distant cannonade until our vessels were burnt to the water's edge.[105] Arnold then started with his officers, crew and Marines for Crown Point. "He had ten miles of tangled wilderness between him and Fort Ticonderoga a wilderness full of savages, eager for scalps.[110]

"I reached Crown Point," wrote Arnold to Washington, "through the woods that evening and very luckily escaped the savages who way laid the road in two hours after we

passed."[111] Arnold then crossed the Lake at that point, proceeded to Ticonderoga, and resumed command of that part of his fleet that had escaped.[112]

Clowes wrote that thus "the little American Navy on Champlain was wiped out; but never had any force, big or small, lived to better purpose or died more gloriously; for it had saved the Lake for that year."[113]

On June 25, 1776, Congress made many promotions and placed "Samuel Nicholas at the head of the Marines with the rank of Major."[114,115].

Captain Samuel Nicholas was sent by Commodore Hopkins from the fleet then in Rhode Island to Philadelphia in June, 1776, with dispatches for Congress.[115] On his arrival he waited on John Hancock, President of Congress, who informed him that Congress had conferred a majority upon him on June 25, 1776, and directed him to report to the Marine Committee.[115] Upon reporting to this Committee, Major Nicholas requested orders to return to the fleet.[115] Instead of complying with his request, the Committee detached him from the Alfred and ordered him to duty in Philadelphia "to discipline"[115] four companies of Marines "and prepare them for service"[115] as Marine Guards for the frigates then on the stocks.[115]

Having thoroughly organized these four companies of Marines, Major Nicholas requested sufficient arms and equipment for them. Congress complied with this request by directing the Secret Committee on August 22, 1776,[30,116] to

deliver to Major Nicholas a number of muskets, sufficient to arm the Marines under his command in the city of Philadelphia It was only through the influence of Major Nicholas and his friends that he succeeded in having his battalion retain these arms for on August 29th,[117] Congress directed that the Secret Committee should provide the German Battalion with "proper arms" and if it could not otherwise do so it should use for this purpose the arms ordered to be put into the hands of the Marines.

By November, Major Nicholas had a well organized, well equipped and well disciplined battalion of Marines housed in comfortable barracks. Their health was well taken care of, for on November 4, 1776,[30] Congress directed Dr. Benjamin Rush "to take them under his care, and see them properly provided for."[30]

When General Washington was fighting his battles in the Fall of 1776, in the vicinity of New York, he requested reinforcements and on September 23, 1776,[30] Congress directed that two of the companies of Marines stationed in Philadelphia be ordered to march immediately to Fort Montgomery.[118]

In December, 1776, Washington's Army was in a precarious situation. Washington had repaired to New York after he had forced Boston to be evacuated in March, 1776, but only to receive severe reverses in his engagements with the British. Defeated in the Battle of White Plains, and losing Forts Lee and Washington, Washington started southward across the Jerseys with the British in confident pursuit and finally reached Trenton.

On December 7, 1776, at Trenton Washington wrote General Cadwalader a letter which included this paragraph: "The Marines, sailors, etc., from Philadelphia you will take under your care till a further disposition of them can be made, if necessary, letting me know in the meanwhile if they came out resolved to act upon land or merely to confine their services to the water only."[119]

On December 8th, Washington completed the crossing of the Delaware River with only a remnant of the Army with which he had left New York. Everything that could be used in the boat line was either destroyed or removed to a locality where the British could not use it for bottoms in which to continue the pursuit. A bridge was beyond their means so they sat down to wait for the river to freeze.[120] Washington's force was vastly diminished but still a living organism and around it American resistance again crystallized and hardened.[121] He appealed to Congress, then at Philadelphia, for reinforcements. In the meantime, Congress had adjourned to Baltimore, martial law had been declared, British propaganda had been strongly in evidence, and Congress had adopted a Resolution conferring upon Washington dictatorial powers for an extended period.

During Washington's successful retreat to the Delaware, the naval vessels, both Continental and State, and their Marines, were engaged in the very important work of controlling the Delaware.[122] The Muster Rolls of the vessels of the Pennsylvania Navy shows that there were about 250 Marines

serving on them at this time.[123] The Delaware River saved Philadelphia.[124]

The Hessians, having entered Burlington, N. J., on December 11th,[125] withdrew to Bustleton and later to Bordentown, upon which the Hancock and other warships of the Pennsylvania Navy fired into the town. The next day Captain William Shippin and his Marines landed from the Hancock at Burlington and threatened to burn the town as it was suspected that the Hessians were concealed there.[126] Finding that the Hessians had really withdrawn, the Marines returned aboard on the 17th.[127] Similar landings were made at other places. Captain Shippin prior to being a Marine officer, served as a naval officer in the Pennsylvania Navy;[128] but "in May, 1776, we find him in command of a company of Marines on board the armed boat Hancock (Captain Thomas Moore)."[129]

British propaganda had planted a dread of the Hessians in the minds of all Americans that was equal to that produced by the propaganda of 1914-1918 concerning the German acts.[130]

The Germans were on their way to the Capital of the Infant Republic; just as one hundred and forty-two years later they were goose-stepping their way to another Capital. History records that they arrived at the Capitals of both Republics - Philadelphia in 1776 and Paris in 1918 - not as victors but as captives. History also tells that American Marines were among those who so successfully blocked the

enemy advance in both instances.

The appeals of Washington did not go unanswered and among the troops reporting to him were about six hundred Continental and Pennsylvania State Marines.[131] This number was made up of Major Samuel Nicholas' Battalion of Continental Marines;[132] the Marine Guards of the Delaware,[133] Effingham,[134] Washington,[135] Virginia,[136] Andrea Doria,[137] and other vessels, such as possibly the Champion,[138] of the Continental Navy, and the Montgomery,[137] Hancock,[137] and other vessels of the Pennsylvania Navy.[139] There were also a few Marines of the Maryland State Navy warship Defence that answered the call.[136]

In a Memorial to Congress, Major Nicholas wrote that in December, 1775, "the enemy having overrun the Jerseys, and our Army being greatly reduced, I was ordered to march with three of the companies to be under the command of His Excellency, the Commander-in-Chief."[140] Here we have the first instance where the regular Marines joined the Army and served as part of it. This service bears out the conclusions stated earlier, that the Resolution of November 10, 1775, brought into existence an organization - a Corps - of Marines for service both ashore and afloat.[56]

These three companies of Major Nicholas' Battalion were commanded by Captain Andrew Porter,[141] Captain Robert Mullen,[142] (and Lieutenants David Love and Hugh Montgomery)[142] and Captain Benjamin Deane.[143] Captain Isaac Craig served as Ad-

jutant.[144] There is a probability that Captain Samuel Shaw also served in this battalion.[145] The Marine Guard of the Andrea Doria[141-143,146] participated in these operations and it would appear that they were commanded by Lieutenant Dennis Leary. Captain James Disney[147] was probably in command of the Virginia's Marines.[148]

Captain William Brown[149] and his junior officer led the Marines of the Montgomery, who acted as artillery,[150] and Captain William Shippin,[151] those of the Hancock. The Marines of the Floating Battery Putnam also served under Captain William Brown in these operations.[152] Captain Thomas Forrest[153] who, up to about November, 1776, had commanded the Marines of the Arnold Battery of the Pennsylvania Navy,[154] changed his status to artillery officer and led Washington's Artillery at the Battle of Trenton.[155] It is quite probable that some of these Marines crossed the Delaware with Washington and fought in the first Battle of Trenton[146-155,156] while they all fought at Assanpink (Second Battle of Trenton) on January 2nd and at Princeton the next day.

The plan of Washington for the capture of Rall's Hessians at Trenton was comprehensive enough. He divided his forces into three divisions, each to cross the Delaware at a different place. One division under Cadwalader was to cross at Bristol and attack Von Donop at Bordentown.[137]

The second division under General Ewing was to cross

at Trenton Ferry. These two attacks were designed to prevent aid to Trenton.

The third division of 2,400 troops, with which Washington himself went, was to cross the river at McKonkey's Ferry (now Taylorsville) about eight miles above Trenton.[158]

Washington ordered the troops that he was to personally lead across the river "to parade back of McKonkey's Ferry,"[159] on the evening of Christmas Day. That they succeeded in crossing was due in no small measure to "Colonel John Glover's regiment of seafaring men from Marblehead, Mass." - called "Glover's Marine Regiment,"[160] - and the Continental,[161-162] Pennsylvania and Maryland Marines.[163] The Continental Marines in their green coats faced with red, light colored cloth breeches and round hats with white binding,[164] Glover's "sailors and fishermen, armed with rifles, clad in blue round jackets and trousers with large leather buttons attached;"[160] the Pennsylvania Marines in their brown coats, faced with green, cocked hats and the letters "I.P.B." on their buttons;[165] and the Maryland Marines in their "blue hunting shirts";[166] what a glorious opportunity for Marines and how they took advantage of it![167] The Marines of the Continental, Pennsylvania and Maryland Navies assisted in getting the Army across.[168]

It was 3:00 a.m., the 26th, "before all got over" the river.[169] General Ewing failed to cross at Trenton Ferry - and General Cadwalader failed to cross at Bristol[170] but he "got part of his foot over; but, finding it impossible to

embark his artillery, he was obliged to desist."[171] After the "surprise" capture of the Hessians, Washington returned to Pennsylvania the same evening with his prisoners and captured artillery.[172] This success had a tremendous effect in raising American morale.[173] It had the same psychological effect that Belleau Wood had in the World War, as it dispelled the dread of the Hessian.

General Cadwalader's Division on the 27th crossed at Minnick's Ferry, about a mile above Bristol[174] and dropped down to Burlington.[175] The Maryland sailors and Marines performed excellent service in ferrying Cadwalader's forces over.[176] Here he was joined by the Marines under Major Samuel Nicholas,[177] Captains Isaac Craig,[177] William Shippin,[177] and William Brown.[177]

General Cadwalader learning that the Hessians were retreating sent out a small party to harass them, and with his main force pushed on to Bordentown, where he arrived at 2:00 p.m., the 29th, having marched on the River Road by way of Crooket Billet and White Hill.[177] He then advanced to Crosswicks. Here he received additional reinforcements and was able to muster about 3,000 men.

After the Battle of Trenton and before that of Princeton, Major Nicholas planned an expedition which promised to bring glory to the Marines. Hearing that the ex-sheriff of Monmouth, who had been appointed a lieutenant-colonel by the British, had imprisoned twenty Americans for refusing to join his band of Tories, Major Nicholas requesto

the permission of General Cadwalader to go after him and bring him in. General Cadwalader on the last day of 1776 wrote to General Washington for authority to permit Major Nicholas to start on this expedition, but the Second Battle of Trenton (Assanpink Creek) and the Battle of Princeton intervened to prevent its accomplishment.[178]

General Washington having secured the Hessian prisoners on the Pennsylvania side of the Delaware, recrossed the river on the 29th and occupied Trenton. He was joined by the divisions of Cadwalader and Mifflin on the first day of 1777. On this date Cadwalader's division, that included the Marines, was at Crosswicks.[179]

On the night of January 2, 1777, the British advanced on Trenton from Princeton and sharply cannonaded Washington's position and were as sharply answered. The Battalion of Marines under Major Nicholas, and practically all the other Marines referred to in this vicinity, participated in this battle, claimed by many to be more important[180] than the first battle of Trenton on the 26th of December. It has been designated the Battle of Assanpink, the Second Battle of Trenton and the Cannonade at Trenton.

Cornwallis intended to attack Washington the following morning, - there was no hurry, he had at last run down the "Old Fox." Then followed one of the most surprising and brilliant maneuvers of the war. It was a simple one. Instead of again retiring across the Delaware, Washington

decided to get in behind Cornwallis, cut his communications, threaten the British base of supply and then, if a superior enemy arrived, retreat into the Jersey highlands. There he could keep an unbroken line as far east as the Hudson, menace the British in the Jerseys and probably force them to retire to New York.[181]

All through the night of January 2, 1777, the American camp-fires burned brightly and the British could hear what sounded like feverish work with spade and pick strengthening the defenses; but daylight exposed to the British eyes a deserted camp. Washington had carried his whole army by a round-about route to the Princeton Road and stood between Cornwallis and his base. A large number of American Marines including Nicholas' Battalion, Shippin's and Brown's companies, were in this Army and shared in the glories of Princeton. Nicholas' Battalion served in Cadwalader's Division[182] as did Shippin's Company, while Brown's Marines served in the Artillery. They all did a gallant share of the fighting,[182] shared in the losses and were commended.

Captain William Shippin was killed early in the action.[183] Captain Andrew Porter "received on the field in person the commendation of General Washington."[184] According to Captain Charles Wilson Peale, "some of Captain Shippin's men joined" his company and returned to Philadelphia with him.[185]

After the victory, Washington retired northward and made his headquarters at Morristown in north Jersey. He had

achieved his purpose; he had recovered practically the whole of the Jerseys; he had changed the face of the war.[181]

After the Battles of Trenton and Princeton the Marines accompanied Washington to his winter quarters at Morristown and while there Major Nicholas' Battalion served as Infantry up to about February 20, 1777.[186] They participated in several skirmishes.[187]

Then for a few months it served as artillery[186,188] in Washington's Army and received extra pay for such duty.[188] That such was so was made possible by the fact that practically all the officers and many of the men of the battalion had served on board ship and thus had the experience in manning the great guns of the naval vessels in action against the British. Some acted as escorts for prisoners taken at Trenton and Princeton. For instance, a list dated February 27, 1777, shows that Captain Robert Mullen escorted twenty-five British and Hessian prisoners of war to Philadelphia. He received his orders on February 20, 1777, at Morristown from "G. Werdon, Adjt. Gen.," to perform this duty.[189] When Washington reorganized his Army many Marines entered the artillery.[190] The remainder returned to their ships on the Delaware or to their stations in Philadelphia, and resumed their duties in connection with the Navy.

The Marines of the Connecticut State Navy warship Defense shared in a most unique victory when they overcome the Grog in March, 1777.[191]

The Reprisal arrived at Nantes, France, with Benjamin

Franklin early in December, 1776. The voyage was stormy, the sloop was chased, but eluded her pursuers successfully.[192] She was the first Continental vessel to reach European waters. Not far from the French coast she captured two small British brigantines and carried them into Nantes.[193] Captain Wickes shortly after sailed from Nantes on a cruise during which he captured "five sail." One of them was the packet Swallow which struck after a bloody 45 minutes. "We had one man killed and my First Lieutenant had his left arm blowed off by Our own gun while the Lieutenant of Marines was slightly wounded in the wrist," reported Captain Wickes on February 28, 1777.[194] The wounded Marine officer was Lieutenant John Elliott who "had a musket ball lodged in his wrist," according to a letter dated February 14, 1777, written to the American Commissioners at Paris.[19] Captain Miles Pennington commanded the Reprisal's Marines in this engagement.

The schooner Active (commanded by Captain Andrew Gardner) cruised in November and December, 1776.[195] Her Marine Officer was Lieutenant Samuel Hodgdon.[196]

A plan conceived by Robert Morris to attack English possessions in the West Indies, with an expedition under John Paul Jones in the Spring of 1777 called for an expeditionary force of Continental Marines. The expedition was to be formed of the Alfred, Columbus, Cabot, Hampden, sloop Providence, etc., and these vessels were to carry additional Marines for expeditionary purposes. Nowadays

those extra Marines would accompany the squadron in a transport. The mission of the expedition included the capture of war munitions at St. Christopher, to alarm Jamaica after passing along the south side of Hispaniola, capture of Pensacola, capture of British merchantmen in the Gulf, and placing St.Augustine under menace. Finally the squadron was to refit in Georgia or the Carolinas. The plan was never put into operation, however.[197]

In April and May, 1777, three galleys of the Georgia Navy, the Lee, Bulloch, and Congress, commanded by Commodore Oliver Bouch, assisted the Army in its unsuccessful expedition against East Florida.[198]

The Stars and Stripes were authorized by Congress assembled at Philadelphia, on June 14, 1777, and it was not long after that First Flag Day, if not on that day, that the Fife and Drum of the Marines followed the new flag through the streets of Philadelphia. "It is worthy to remark that the very day Congress ordered John Paul Jones to the Ranger, it adopted the Stars and Stripes as the flag of the Republic," and "one of the first things Jones did, on reaching his ship, was to hoist this new ensign." Cooper felt that Jones was not the first to fly the Stars and Stripes as it was not "reasonable to suppose that the first of the permanent flags was shown at a place as distant as Portsmouth," N. H.[199]

On July 4, 1777, the Stars and Stripes were hoisted on board the Raleigh at Portsmouth, N. H. George Jerry

Osborne was the commanding officer of Marines. As the Raleigh passed Fort Washington at Portsmouth, the State Flag saluted it.[200]

The first anniversary "of the Independence of the United States of America, was also celebrated in Philadelphia with demonstrations of joy and festivity. About noon all the armed ships and galleys in the river were drawn up before the city, dressed in the gayest manner, with the colors of the United States and streamers displayed. About one o'clock the yards being properly manned, they began the celebration of the day by a discharge of 13 cannon from each of the ships, and one from each of the 13 galleys, in honor of the thirteen United States."[201] In the afternoon an elegant dinner was given, attended by the President and supreme council, officers, etc. "The Hessian Band of Music, taken in Trenton, the 26th of December last, attended and heightened the festivity, with some fine performances suited to the joyous occasion." "Each toast was followed by a discharge of artillery and small arms, and a suitable piece of music by the Hessian Band."[201]

The Congress and Montgomery were burned in the Hudson to prevent their falling into the hands of the enemy.[202]

The frigate Boston was brought around into Boston Harbor on October 30, 1776, to be fitted out. The frigate was manned by about one hundred New Englanders and thirty English soldiers. Some French officers were on board and it is said that "a militia company acted as Marines."[203]

In 1777, the Boston, commanded by Captain Samuel Tucker, captured a British armed vessel, a frigate larger than the Boston.[204]

The Raleigh engaged the Druid on September 4, 1777. Captain George Jerry Osborne commanded her Marines. Among others Private John McCoy was wounded with a grape shot.[205]

Marines were on board the Brig Cabot in her engagement with the frigate Milford, in March, 1777,[206] Lieutenant of Marines John Carr joined the brig Lexington May 8, 1777, from the Cabot and was discharged from the Lexington on May 22, 1777.[207] The American privateer Rising Sun was captured by the Terrible on April 15, 1777 and her Marine officers - Captain Henry Fritze and Lieutenant Samuel Pritchett - and her enlisted Marines were committed to Forton Gaol;[208] the frigate Laveant took the Montgomery on March 8, 1777 and Captain of Marines Sewell Tuck was imprisoned in Forton Gaol.[208] Marines were on board the Trumbull on April 19, 1777, when two armed transports were captured; on the Hancock (Capt. Seth Baxter and Lieut. William Bubier) when the Fox was captured June 27, 1777;[209] were on board the Hancock and Boston when the former ship was captured bythe Rainbow and Victor;[209] were on the American Privateer Lexington when that vessel was surprised and captured by the Alert, on September 22, 1777, James Connelly her Lieutenant of Marines being killed;[210] were on the Reprisal,[211] Lexington, and Dolphin,[212] during the operations of these vessels in European waters in 1777; and were on

the Surprise and Revenge in the same waters.

One of the deep mysteries of the ocean is the complete and absolute disappearance of the Reprisal. About the middle of August, 1777, Captain Samuel Nicholson, U. S. N., arrived at St. Malo from Nantes, France, having learned that the Commissioners had acquired the frigate Deane, for him at the latter port. In August Captain Lambert Wickes, of the Reprisal, then at St. Malo, desiring to advance his junior Marine Officer, John Elliott, strongly recommended him to Captain Nicholson as the Marine Officer for the Deane. Lieutenant Elliott had "been in the service from the commencement of the Reprisal's being armed and behaved himself very well," wrote Capt. Wickes to the American Commissioners in urging that Lieutenant Elliott be commissioned on the Deane. On the same date Captain Nicholson requested the American Commissioners at Paris to send him a commission for Mr. Elliott as Captain of Marines for the Deane,[213] which they did.

Captain of Marines Miles Pennington, Lieutenant Elliott's senior on the Reprisal saw his brother Marine Officer leave the ship, with regret, but little imagined that Lieutenant Elliott not only secured a promotion thereby but also saved his life. The Reprisal sailed from St. Malo, France, September 14, 1777, and neither that vessel nor Captain of Marines Miles Pennington has ever been heard of again to this day.[214] Captain Pennington had a junior officer a volunteer Marine Officer whose name is generally

supposed to be Chandler. The American Commissioners at Paris on September 9, 1777 wrote to Captain Wickes that an officer taking passage with him for America would "act, if occasion requires, as a Marine on board," and that he was a "brave man."[214]

On September 15, 1777, Captain James Nicholson wrote the American Commissioners at Paris, informing them of the Reprisal sailing the day before, that Captain of Marines John Elliott was with him and that they would journey together to Nantes and go aboard the Deane.[215]

Probably the most historic of all the ships of the Virginia Navy was the brig Mosquito. Her Marine Officers were Captain Alexander Dick and Lieutenant George Catlett. Early in 1777 the Mosquito sailed between the Virginia Capes and shortly after captured the snow John and the Noble. While escorting them into Point Petre, the John escaped but the Noble was successfully carried into that port. On a later cruise in this same year the Mosquito was captured by the British ship Ariadne and taken to the Barbadoes. The men were confined in a prison at Bridgetown, in the Barbadoes, while the officers were sent over to England and placed in Forton Prison. Seven months later the men were placed on board the Antelope which conveyed them to England. Some of them were confined on board prison ships and others in Fortun Jail. Several officers, including Captain Dick and Lieutenant Catlett, escaped from jail.[216]

Leaving the ocean we will now view the situation at home. The British defeated Washington at Brandywine on September 11, 1777, and occupied Philadelphia on September 26th. Congress before adjourning to Lancaster and York again intrusted Washington with dictatorial powers.

For a time the Americans prevented the British from communication with the sea by Fort Mifflin on Mud (or Fort) Island, near Hog Island which is situated near the junction of the Delaware and Schuylkill, and Fort Mercer at Red Bank, in the Jerseys on the opposite shore. Three or four miles below this, at Billingsport, Jersey, on Great Manto Creek, was another fort, while halfway between Fort Mercer and Billingsport was a battery. Chevaux de frise were also sunk at various spots. It was here that the many Pennsylvania Navy and Continental vessels under Commodore Hazlewood, of the Pennsylvania State Navy, were stationed.[217] The Continental Navy furnished the Washington (Thos Read - Marine Officer, Lieutenant Abel Morgan)[218] Delaware, Andrea Doria, Hornet, Wasp, Fly and Racehorse, and possibly the Mosquito, Sachem, Repulse and Champion.[219] On October 1st, the Americans abandoned Billingsport.

On October 22, and 23, 1777, the British forces attempted to pass to sea. Two floating batteries and twelve galleys forced them to retire and two British vessels - the Augusta and Merlin - burned and blew up after they ran aground. Among the casualties was that of Private of Marines Hugh McSwaine of the galley service of Pennsylvania who "was

wounded in the Loines by a splinter of wood occasioned by a shot from the Augusta ship-of-war, when she was blown up."[220] Then Forts Mercer and Mifflin fell. The American vessels were thus left unsupported and it became necessary to eventually destroy them, including the unfinished frigates Effingham and Washington[221] to prevent their acquisition by the enemy.

These battles brought to the Marines their first vote of thanks by a United States Congress.

Commodore Hazelwood of the Pennsylvania Navy was placed in command of these operations by Continental Congress. On September 26, 1777, the Marine Committee informed Captain Charles Alexander, commanding officer of the frigate Delaware, that Congress had determined "that in defending the Delaware, the Continental Marine Officers shall be under command of the Commodore of the State of Pennsylvania."[222] Commodore Hazlewood and those serving under his command, including Continental and Pennsylvania State Marines, performed their duties so meritoriously that Continental Congress presented a sword to the Commodore and stated in a Resolution that it had "an high sense of the merit of" the Commodore "and of the officers and men under his command, in their late gallant defence of their country against the British Fleet, whereby two of their men of war were destroyed and four others compelled to retire."[223]

When Philadelphia was abandoned by the British in June, 1778, the Americans re-occupied that city. The Marine

Barracks were reestablished and recruiting started under Major Nicholas and Captain Mullen.[224] The Marines on the vessels of the Pennsylvania State Navy were active in the reoccupation of the city and the later operations in the Delaware.

Captain Richard Palmes relieved Captain John Grannis as Marine Officer in board the Warren in November, 1777. Early in that month the commissioners of the Navy Board of the Eastern Department at Providence, R. I., despatched Captain Palmes to Philadelphia with a message to the Marine Committee. He "lost his horse in the road and being obliged to purchase another" he borrowed $200.00 from the Marine Committee.[225]

NOTES
CHAPTER V.

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1. Snowden & Cutler, Hist. S.C., I, 326; See also Paullin, Navy Amer. Rev., 420; Clowes, Royal Navy, III, 371-378.

2. Force, Amer. Arch., 4th Ser., IV, 49-50; See also Id., 45-51.

3. Pa. Mag. Hist. & Biog., XLVIII, 1924, 244-246; Field, Esek Hopkins, 82; Nav. Inst. Proc., XXXVI, 260.

4. Griffin, John Barry, 19; Pa.Arch., 2nd Ser., II, 668; In December, 1774, the Black Prince belonged to Thomas Willing, Robert Morris, Thomas Morris, John Wharton, and John Nixon. (Pa. Mag., Hist. & Biog., October, 1904, 495); Paullin, Navy Amer. Rev., 52; Cooper, (Sketch of John Barry), Graham's Magazine, XXV, 26; Nav. Inst. Proc. XXXVI (1910), 260; Wilson, Amer. Mil. and Nav. Heroes, I, 98-101.

5. Pa. Mag. Hist. & Biog., XLVIII, 1924, No. 3, 244-246.

6. M.W. Willard, "Letters on the American Revolution, 1774-1776," 232.

7. He was officially informed of his appointmat on this date by the Naval Committee. (Field, Esek Hopkins, 77).

8. See Field, Esek Hopkins, 78; Journals of Congress.

9. "In the month of November, 1775" Nicholas "entered in the service in the capacity of a Captain of Marines, in the fleet commanded by Esek Hopkins and was on board his ship as the oldest Officer of Marines." (Nicholas to President of Congress, August 10, 1781, Ms. Div., Lib. of Cong., 78-17-301). The great-great grandson of Major Samuel Nicholas is C.T. Mitchell, 60 High Street, Glen Ridge, N. J., son of J. Nicholas Mitchell, (now deceased).

10. "The Continental Flag" was hoisted "on board the Black Prince [later Alfred], opposite Philadelphia" on December 3, 1775. (Let. to Earl Dartmouth, Amer. Arch., 4th Series, IV, 358, 360; A.&.N. Chron., January 18, 1844, III, 82-90); Nat. Intell., December 3, 1849 concludes that December 3, 1775 is "birthday of the American Flag."; there is not one shred of evidence available to us today showing who hoisted that flag or the character of the flag. The allegation that John Paul Jones "broke the pennant" or broke any standard or flag

10. (Continued)
on that date or any later date until early in January, 1776, on the Alfred is without any reliable authority. There is probably no incident in American history that has been so mutilated by its friends and foes as this one; an overwhelming majority of historical writers conclude that this flag was the rattlesnake flag carrying the motto of "Don't Tread on Me!" which was first observed on the drums of the Marines, in Philadelphia (See Notes 10 and 11, Ch. IV); De Benvouloir, who arrived in Philadelphia, the latter part of 1775 reported that the Americans had "given up the English flag" and "taken for their device a rattlesnake," with the motto, "Don't Tread on Me!"; The London Chronicle, July 27, 1776 stated that "the Colors of the American Fleet" were the rattlesnake and the motto "Don't Tread on Me!" (Preble, Hist. Amer. Flag, I, 212-216); "Grand Union Flag"first appeared in Fleet when Hopkins sailed from Philadelphia in February, 1776 (See Note 21, this Ch.).

11. "On December 3, 1775, John Paul Jones hoisted the Continental Flag on board the Alfred." (Paullin, Navy Amer. Rev., 55, citing Force, American Archives, 4th Ser., IV, 360, and the letter to the Earl of Dartmouth stating that the "Continental Colors were hoisted on Black Prince Dec. 3; Paullin cites no good authority, however, to support his statement that Jones hoisted this flag; Waite, Origin of the Amer. Navy; See also Putnam, Amer. Naval Heroes in War of Rev., 85; Notes 10, 11, Chapter IV.

12. Sands, John Paul Jones, 34-35; Paullin, Navy Amer. Rev.; Journal of John Paul Jones; Buell, who favors John Paul Jones to the extent of invention, states Jones did not receive his commission until noon, December 22, 1775, (Buell, John Paul Jones, I, 48-49) and according to the Journals of Congress he was commissioned that date. (Buell, John Paul Jones, I, 44).

13. Letter, Decembe 20 to Earl of Dartmouth states "continental colors" were hoisted over Black Prince on December 3, 1775.

14. See Sands, John Paul Jones.

15. Buell, who is extremely inaccurate on this particular subject, (Paullin, Navy Amer. Rev., 33-34, states "after a thorough investigation and study of the sources of the early history of the Continental Navy, I am compelled to reject many of the statements and conclusions found in Chapter II, Volume I, of Augustus C.

15. (Continued)
Buell's book, Paul Jones, Founder of the American Navy"; Paullin's article in Nav. Inst. Proc., XXXVI, 255-261 (1910) with many citations "destroys" Buell's book) relates how John Hancock handed John Paul Jones his commission as Lieutenant shortly after noon on December 22, 1775, and how Jones immediately after, accompanied by John Hancock, Thomas Jefferson, and about 24 others, went on board the Alfred, lying off Chestnut Street wharf; and how "John Hancock directed Lieutenant Jones to 'break her pennant' - the Naval phrase meaning to place a man of war in commission. Obeying this order, John Paul Jones flung out the first American Flag ever shown on a regular man-of-war. This was not the Stars and Stripes, but the "Pine Tree and Rattlesnake emblem with the motto Don't Tread on Me!" Then Buell goes on to say that Jones wrote "in one of his journals" that he disliked "a venomous serpent" as a "combatant emblem" but he had "had no choice but to break the pennant as it was given to him; that he "always abhorred the device and was glad when it was discarded for one more symmetrical as well as appropriate a year and a half later." (Buell, Paul Jones, Founder of the Amer. Navy, I, 48-49); The foregoing shows two things of importance in Buell's opinion - Jones believed the Rattlesnake Flag was the "emblem" of the United Colonies and Jones believed the Rattlesnake Flag continued as the Naval flag until June 14, 1777, when Congress adopted the Stars and Stripes; Although Jones uses the expression "break the pennant", it is clear that his meaning of "pennant" is the "emblem" of the United States; Hill, Twenty-Six Hist. Ships, 10-11 supports this; DeKoven, J.P. Jones, I, 163-164 is very critical of Buell.

16. Hill, Twenty-Six Historic Ships, 17; As the result of a petition signed by some of the Warren's officers, and of the Marine Committee's examination of one of them, Captain John Grannis of the Marines, Congress resolved, March 26, 1777, that Hopkins was suspended and he was formally dismissed on January 2, 1778; Allen, Naval Hist. Amer. Rev., I, 188; See also Paullin, Navy Amer. Rev., 136, stating that "they were taken to Philadelphia by the chief 'conspirator', Captain John Grannis, of the Marines."; R. I. Hist., Mag., VII, 118-120; A destroyer of U. S. Navy named after Hopkins in 1902.

17. Field, Esek Hopkins, 81; Amer. Cath. Hist. Res. N.S.3, 1907, 116-121 citing Appleton's Mag. November, 1905; but Trevet's Journal, in R.I. Hist. Mag., VI, 72-74, states that the Katy arrived in Philadelphia in November, 1775; Hill, Twenty-Six Hist. Ships, 10-11 states "Hopkins arrived in Phila. on January 14, 1776," and went aboard Alfred ten days later.

18. Hill, Twenty-Six Historic Ships, 10, says about January 24, 1776, at Philadelphia; Field, Esek Hopkins, 98-99; Paine, Joshua Barney, 33-42; See also Spears, History of Our Navy; DeKoven, J.P. Jones, I, 89-92 states Hopkins went aboard Alfred "on a day in January, unnoted in any record, except as to weather."

19. See Note 11, Chapter IV.

20. Maclay, Hist. of Navy, I, 38; See also Notes 15, and 16 of Chapter IV.

21. This flag has been called the "Grand Union," the "Great Union," the "Striped Union" and the "Cambridge Flag." The first authenic information concerning it is that telling us that George Washington on January 1, 1776, at Cambridge flew a flag made up of thirteen horizontal red and white stripes and the crosses of St. George and St. Andrew. (Fiske, Amer. Rev., 122; Bancroft, Hist. U.S., VII, 232). On January 4, 1776, General Washington wrote Joseph Reed that: We "hoisted the Union Flag, in compliment to the United Colonies" the same day "which gave being to the new Army." (Force; Amer. Arch., 4th Ser., IV, 570-571). On January 1, 1776, "the very day Congress determined" to "govern apart from the Militia and Minute Men, the little handful of soldiers it had directly raised," there "was raised over Boston Camp the single Flag of the Colonies. It consisted of the Crosses of St. George and St. Andrew and thirteen alternate white and red stripes." (Ganoe, Hist., U.S. Army, 20). Thus January 1, 1776 may be said to be the Birthday of the Regular Army; The General Order, January 1, 1776, of George Washington, appearing in his Orderly Book, is published in full in Ford's Writings of Washington, III, 311-312, and reads in part as follows: "This day giving commencement to the New Army, which, in every point of view is entirely Continental; The General * * * wishes it to be considered that an Army without Order, Regularity, Discipline, is no better than a Commissioned Mob. * * *it is Subordination and Discipline (the life and soul of an Army) which next under Providence is to make us formidable to our enemies * * *." Prior to the date of this General Order, Continental Congress debated over the "New Army" and passed many resolutions concerning it. Congress resolved on September 29, 1775 "that a Committee of three members of this Congress be appointed to repair immediately to the Camp at Cambridge, to confer with General Washington," and certain Governors, etc. "touching the most effectual method of continuing, supporting, and regulating a Continental Army." Then on October 2, 1775, the "Committee appointed to prepare Instructions for the Committee ordered to wait

21. (Continued)
on the General reported a draught" which was agreed to. These Instructions including the following: "That the Committee confer with the General and whom else they think proper on the Subject of raising a Continental Army and keeping it up one Year from the last day of December next * * *." On November 4, 1775 Congress resolved "that the new Army, intended to lie before Boston, consist of 20,372 men, officers included," and that the "said troops be enlisted to the 31st day of December, 1776 * * *." Then, in keeping with the anticipation of forming the "New Army," the "Rules and Regulations of the Continental Army," were extensively modified on November 7, 1775. (Journals of Congress, III); from a letter dated Boston, January 17, 1776, in Force, Amer. Arch., 4th Series, IV, 710-711. "The new Union Flag raised at Cambridge, January 1, 1776, was composed of thirteen alternate red and white stripes, with the English Union in one corner." (Lossing, Harper's Ency. U.S. Hist., III, E-F); See also Davis, Colors, U.S. Army, 5-7; In a book prepared by the Navy entitled "John Paul Jones, Commemoration at Annapolis, April 24, 1906," p. 166 appear these words: "1776, Feb. 9, Commodore Hopkins' Fleet sailed from Philadelphia under the 'Union Flag' as used by General Washington at Cambridge," Amer. Cath. Hist. Res. N.S. 3, 1907, 116-121; Waite, Origin Amer. Navy; The Fleet "sailed from Philadelphia" under "the display of a Union Flag, with thirteen stripes in the field, emblematical of the Thirteen United Colonies." (Letter dated at Newbern, N.C., February 9, 1776 cited in Frothingham, Siege, Boston, 283-284); Hamilton, National Flag; Amer. Arch. 4th Ser., IV, 964-965; Army and Navy Chron., January 18, 1844, III, 82-90; Id., February 22, 1844, III, 239; Letter dated at New Providence, Bahama Islands, May 13, 1776, cited in Hamilton, National Flag, 66-67, in Army and Navy Chron., January 18, 1844, III, 82-90, and in London Ladies' Mag., VII, July, 1776, 390 read: "The colors of the American Fleet were striped under the Union, with thirteen strokes, called the United Colonies, and their Standard, a Rattlesnake, Motto - Don't Tread on Me!" Fleet carried "English Colors but more striped" (Neeser, Des. of Shuldham, 120-121); A letter dated at Williamsburg, Va., April 10, 1776 reads "The Roebuck has taken two prizes in Delaware Bay, which she decoyed within her reach, by hoisting a Continental Union Flag." (Hamilton, National Flag, 66-67; affidavit of Mr. Barry, master's mate, ship Grace captured by Roebuck, published in Penna. Evening Post, June 20, 1776, II, No. 221); A writer in the Phila. Gazette gave the name The Great Union Flag to this flag. (Hamilton, National Flag, 69); DeKoven, John Paul

21. (Continued)
Jones, I, 89-92; Southern Lit. Mess. XXIV, 19-20 without citing authority states Jones raised "striped, red and white", on Alfred first in December, 1775, and tha it was later hoisted "by the Army at Cambridge in January, 1776." "The Dutch Republic had adopted a flag with seven stripes. In addition, flags of alternate red and white stripes, nine to thirteen in number had been used on the ships of the East India Company from nearly the beginning of the 18th Century." (Runk, Birth of Our Flag and Flag Etiquette).

22. Clark, Naval Hist. of U.S., I, 25; Nav. Inst. Proc., September, 1912, 1993-2003; Letter of Solomon Drowne, December 27, 1775 in Pa. Mag., Hist. & Biog., XLVIII, 1924, No. 3, 247-248; but Washington's Fleet around Boston seems to antedate Hopkins' Squadron.

23. See Note 22, Chapter III.

24. Neeser, Despatches of Molyneux Shuldham, 43, 120-121, shows that Hopkins had been appointed commander-in-chief by December 12, 1775, and that on that date the Alfred, Columbus, Andrea Doria, Cabot and Providence, were at Philadelphia and that it was preparing to attack Dunmore at Norfolk.

25. Nat. Geog. Mag., XXXII, No. 4, 289; Allen, Naval Hist. of the Amer. Rev., I.

26. Neeser, Despatches of Molyneux Shuldham, 122-123, 182-183; Brit. Adm. Rec., A.D., 484, fols. 263, 265; London Gazette, June 8, 1776; Remembrancer, Part II, 1776, 82-84; gives the number of Marines on each vessel; Dennis Leary, later Marine Officer was a midshipman on the Andrea Doria (Field, Esek Hopkins, 108).

27. Journal of John Trevett, R. I. Hist. Mag., (1885-6), VI, 72-74, shows that Trevett arrived at Philadelphia in November, 1775, in Katy and "went on board the ship Columbus as First Lieutenant of Marines; Biog. Cyc. of R.I., 147; Nat. Intell., November 19, 1823.

28. Certificate of Timothy Matlack in possession of Neville B. Craig, 6324 McCallum Street, Germantown, Pa.; Papers of George Washington (Craig to Wash., March 18, 1779); Life and Services of Isaac Craig; Pa. Arch., IX, 497-499; Godcharles in Phila. Ledger, May 14, 1925; O'Brien Hidden Phase of Amer. Hist., 127, 401, merely shows his service in Proctor's Regiment.

29. Field, Esek Hopkins, 108-110; Penna. Evening Post, January 9, 1776; Orig. Hopkins' Papers in R.I. Hist.Soc

30. Journals of Congress.

31. Lieutenant William Radford served on the Hornet, January 1, 1778, to May 1, 1778, when captured and escaped from prison December 17, 1778. (Index Digest in Navy Archives of Treasury Department correspondence); Lieut. of Marines "William Ratford" of Hornet is shown in Forton Prison. (New England, Hist. and Gen. Reg., XXXIII, 39).

32. Neeser, Despatches of Molyneux Shuldham, 1776, 124.

33. Scharf, Hist. of Md., II, 201-202; Hill, Twenty-Six Historic Ships, 48; See also Richard Smith's Diary, January 9, 1776, pub. in Burnett, Letters of Members of the Cont. Cong., I, 303; Amer. Arch., 4th Ser. IV, 1636-1637 showing Hornet and Wasp ready to sail from Baltimore on January 9, 1776.

34. Neeser, Journal of Andrea Doria, in Despatches of Molyneux Shuldham, 120-121; On January 5, 1776, the Naval Committee issued general orders to the Commander-in-Chief. (Field, Esek Hopkins, 84-87); and on the same date the Committee issued orders to Hopkins about the expedition to the southward of the fleet. (Field, Esek Hopkins, 94-97; Amer. Arch., Ser. 4, IV, 1179); the Journal of the Andrea Doria states that the Hornet and Wasp joined Hopkins on February 13, 1776. This seems to be a more substantial authority than Paine, Joshua Barney, 33-42, who states that these two vessels joined early in January; Field, Esek Hopkins, wrote that on January 10, 1776, the Hornet and Wasp were ordered to join.

35. Neeser, Journal of Andrea Doria in Despatches of Molyneux Shuldham; On December 26, 1775 Washington wrote that everybody in Cambridge knew of destination of fleet. (Amer. Arch., 4, IV, 465-466).

36. Report of Major Nicholas dated April 10, 1775, on board Alfred at New London, Conn., published in Amer. Arch., Ser. 4, V, 846, in Remembrancer or Impartial Repository of Public Events, Part II, 1776, 212-214, and in The Leatherneck; Neeser, Journal of the Andrea Doria, Despatches of Molyneux Shuldham, 275, 301; Lossing, Amer. Rev., II, 638; Remembrancer, Part II, 1776, 210-214; Mackenzie, Life of John Paul Jones, 25-28; See Jones, Hist. of New York, II, 83, for an erroneous account of this Bahama Expedition; Paine, Joshua Barney, 43; Schomberg, Naval Chron. I, 427, states the Hopkins Squadron "plundered the settlement at Providence;" "New Providence (Nassau) in the Bahamas" should be distinguished from "Old Providence Island, which is an

36. (Continued)
isolated little island in the western Caribbean lying off the coast of Nicaragua. It now belongs to Colombia and is often called Santa Catalina. In 1630 a company of English investors desiring to found a Puritan Colony, and also to oppose Spain in the Carribbean, obtained from Charles I a patent for a large area, including Providence and other Islands. John Pym was their leading member. The colony became merely a base for privateering against the Spaniards, who conquered and suppressed it in 1641. The Spanish called it the 'Island the den of Theeves and Pirates.' Nathaniel Butler, third governor of Providence Island, set out with a considerable expedition in April, 1638, had earlier been governor of Bermuda and then a member of the Royal Council for Virginia. On April 23, 1638, the 'Commission from the Providence Island Company to Governor Butler as vice-admiral,' was issued." (Jameson, Privateering and Piracy in the Colonial Period, 1-3); See Ives, Isles of Summer or Nassau and the Bahamas, 51-60.

37. Neeser, Journal of Andrea Doria, Despatches of Molynoux Shuldham, 275-301, "The Commodore sent the sloop Providence, schooner Wasp, and two sloops with all the Marines, amounting to 250, under the command of Captain Nicholas; and at 3 in the afternoon they got possession of the Eastmost fort, without losing a man, the inhabitants having deserted it, after firing 15 or 20 cannon at them. Early the next morning they marched into Providence and took possession of Fort Nassau without any opposition, a schooner and sloop having gone off the night before with most of the powder.... In the morning, March the 6th, weighed from Roze Island with the remainder of the Fleet and got safe into the Harbor and came too off Fort Nassau."

38. Cooper, Hist. Navy U.S., I, 90; Journal of Andrea Doria, in Neeser, Despatches of Molynoux Shuldham, 275-301; Nat. Intell., November 14, 1839, contains letter of officer of Ontario visiting New Providence; "Hard by are the time-worn and delapidated remains of the Fort which Commodore Hopkins carried by assault during the Revolutionary War."

39. Mackenzie, Life of John Paul Jones, 25-28; Hamilton, Life of John Paul Jones, 30-31; Janette Taylor, Life and Corr. of Paul Jones, 35-36.

40. Frost, Book of the Navy, 22; Clark, Naval Hist. U.S., (1813), 16; Sherburne, Life of Paul Jones, 11-13; Clark, Naval Hist. U.S. (1814), I, 25; Nat. Geog. Mag., XXXII, No.4, 292, 294; Fields, Esek Hopkins, 113-118;

40. (Continued)
Journal of Andrea Doria; British Admiralty Records, 4: in Letter 484, Sec. 2, 423-453; Nat. Intell. (Wash. D.C.), November 14, 1839, 3; Maclay, Hist. Navy, I, 40; Report of Hopkins, in Papers of Cont. Cong., Lette 178, II, 33-35; Remembrancer, Part II, 1776, 210-214; Idem, 80, gives an exaggerated estimation that 1,000 Americans landed; Pa. Mag., April, 1776, 198-199; Captain Nicholas reported he landed 270 men. (See Note 36.); Gordon, Hist. Amer. Rev., II, 214-217; Spears, Hist. of Our Navy, I, 53-56.

41. Mackenzie, Life of John Paul Jones, 25-28.

42. Nat. Geog. Mag., XXXII, No.4, 292; See also Laughton, Studies in Naval History, Biographies, 371.

43. Journal of the Andrea Doria; British Admiralty Records, 43, In Letters 484, Sec. 2, 425-453; Journal of John Trevett in R.I. Hist. Mag., VI, 72-74, states "they fired a few 18-pound shot, but did no damage."

44. Journal of John Trevett in R.I. Hist. Mag., VI, 72-74; Papers of Cont. Cong., II, 33; Pa. Mag., April, 1916, 168.

45. Cooper, Hist. Navy U.S., I, 90-91; See also A General View of the Rise, Progress and Brilliant Achievements of the American Navy to October 20, 1827, 22, 34-35; Botta, Hist. of the War of the Independence of the U.S., I, 325; Spears, Hist. of Our Navy, I, 54; See Stevens, Story of Our Navy, 11, for a "sneering" account, unbased on fact.

46. Lieutenant Trevett commanded a Company under Captain Nicholas and Captain Henry Dayton another. Trevett claims that he and Dayton captured Governor Brown. (R.I. Hist. Mag., VI, 72-74); See in this connection Hildreth, Hist. of U.S., III, 123; Field, Esek Hopkins, 101; Paullin, Navy Amer. Rev., 58.

47. Sergeant Thomas Vernon Turner died on the Andrea Doria on April 3, 1776. (Neeser, Despatches of Molyneux Shuldham, 285.

48. Clark, Naval Hist. of U.S., 26; See Field, Esek Hopkins.

49. A.&.N. Reg., September 9, 1905, 27; The London Gazette of June 8, 1776, published an Account of this battle quoted in Remembrancer, Pt. 2, 1776, 83-84, that states the battle opened when "a hand grenade was thrown out" of the top of the Alfred.

50. Neeser, Despatches of Molyneux Shuldham, 180-181.

51. Fields, Esek Hopkins, 124; Log of the Alfred; Maclay, Hist. of Navy, I, 41; Report of Hopkins in Papers of Cont. Cong., Letters H78, II, 33-35; Remembrancer, Part II, 1776, 210-214; Janette Taylor, Life and Corr. of Paul Jones, 45.

52. Sands, John Paul Jones, 45; DeKoven, John Paul Jones, I, 97-98.

53. Original Hopkins Papers in R.I. Hist. Soc.; Fields, Esek Hopkins, 121; Report of Hopkins in Papers of Cont. Cong., Letter H78, II, 33-35; Remembrancer, Part II, 1776, 210-214.

54. British Admiralty Records, No. 484 - "Remarks on board H.B.M. Ship Glasgow," April 6, 1776, Despatches of Vice Admiral Shuldham to Philip Stephens, 1776, 177; Remembrancer, Part II, E, 203, 1776, 82-84; London Gazette, June 8, 1776; Clark, Naval Hist. of the U.S., I, 26; Gordon, Hist. of the Amer. Rev., II, 214-217; Neeser, Despatches of Molyneux Shuldham, 186.

55. Greene, The Providence Plantations, 6.

56. See Chapter III.

57. John Adams asserted that the first American Flag was hoisted by John Manly and the first British Flag was struck to him. (John Adams to Elbridge Gerry, January 28, 1813, in Adams Works, X, 29, cited in Waite, Origin of the American Navy).

58. Clark, Naval Hist. U.S., I, 20; Maclay, Hist. Amer. Privateers, 65-66; Peabody, Captain John Manly, 2-11; Greenwood, Captain John Manly, xiii-xvi; Lendrum, Hist. Amer. Rev., I, 332; Frothingham, Siege of Boston, 269-270; Paullin, Navy Amer. Rev., 65, 236.

59. Purviance, Narrative of Events which Occurred in Baltimore Town During the Rev. War, 48-50, 186-187, 188; Clark, Naval Hist. of the U.S., I, 26-27.

60. Penna. Gazette, April 17, 1776; Griffin, Commodore John Barry, 9; Clark, Naval Hist. U.S., I, 27; Remembrancer, Part II, 1776, 81; Clowes, in his Royal Navy, IV, 4, gives date in 1777; See also Penna. Eve. Post, April 11, 13, 1776, September 28, 1776; Wayne, Papers. Pa. Hist. Soc., I, 44.

61. The Hornet and Wasp, however, earlier than this, had

61. (Continued)
proceeded from Baltimore in December, 1775, to join Hopkins in Delaware Bay. "Brig Lexington drops down Delaware River today," March 24, 1776 (Whipple to Bartlett, Dartmouth College Lib., Bartlett Corr., I.

62. Cooper, Hist. Navy U.S., I, 95; A British authority wrote that "in October the American ship Lexington, was captured by the Pearl, 32, in West Indian waters, but the Americans rose on the prize crew and retook the ship." (Clowes, Royal Navy, IV, 10); "Early in Autumn, the Lexington sailed for Cape Francois, on special duty. On her return, in the month of December, she fell in with the Pearl frigate, and was captured without resistance." (Cooper, Lives of Dist. American Naval Officers, II, 239); Lieutenant of Marines John Carr joined the Lexington, May 8, 1777, from the Cabot but was discharged from her, May 22, 1777. (Muster Roll of Lexington, in Franklin Papers, Penna. Hist. Soc., II, 11); See Amer. Arch., 5th, VII, 1486; Journal Cong., January 7, 1777.

63. American Archives, Series 5, II, 624; Report dated September 30, 1776, of Jones to Marine Committee; Mackenzie, Life of John Paul Jones, 30-31; Spears, Hist. of Our Navy, I, 77; Sands, John Paul Jones, 51; DeKoven, J. P. Jones, I, 114; Buell, Paul Jones Founder of Amer. Navy, I, 51, is inaccurate when he refers to "Richard Wallingford, of Philadelphia."

64. Nathaniel Cooke of Cumberland, R.I., and John Fiske, of Northborough, Mass., enlisted as Marines in October, 1776, on the Alfred. (Field, Esek Hopkins, 109); Penna. Evening Post, January 9, 1776; Original Hopkins' Papers in R.I. Hist. Society.

65. Greenwood, John Manley, 162-163; Paullin, Navy of the Amer. Rev., 70-71.

66. The Governor and Council of Conn., authorized that "forty Marines" be raised. (Colonial Records of Conn., XV, 111-113); New London Hist. Soc., Records, 1890-94, Part 4, 39, gives list of Marines on Shark in December, 1775; Lieut. Ebenezer Peck served on Whiting and Lieut. Amos Stanton on Shark. (Conn. Colony Pub. Records, Hoadly, Xv, 455); Ebenezer Peck was appointed 2nd Lieutenant and Lieutenant of Marines on the galley Whiting on June 19, 1776. (Div. of Rec., Navy Library); The Whiting, Crane and Shark, by July, 1776, were completely officered and manned. Joined Washington. Whiting and Crane lost to enemy in fall of 1776 and probably Shark. (N.E. Mag., February, 1907, 714-724); Each of these gallies was "provided with 20 lances and poles and 20 tommy-hocks or hatchets." (Idem, XV, 263); On August 3, 1775, pay of a Marine was fixed at £2 per month. (N.E. Mag., February, 1907, 714-724.

67. Amer. Archives, Ser. 5, I, 766.

68. Cooper, Hist. Navy U.S., I, 133; See Greenwood, John Manley, 163-165, for a criticism of the actions of the Connecticut vessels.

69. See Lossing, American Revolution, II, 79; See D.A.R. Mag., January, 1925, 35, for Coxsackie Declaration of Independence on January 17, 1775 by Coxsackie District in Albany Co.; and Mecklenberg Dec. of Ind., May 20, 1775 (D.A.R. Mag., September, 1919, 558-559).

70. New York Prov. Cong., Journal, I, 734.

71. Dunmore's Fleet, in the summer of 1776, went as high up the Potomac River as Dumfries, at the head of Quantico Creek, to get fresh water. They landed near Aquia Creek and burned Colonel Brent's House, then moved up to Occoquan Creek. (Remembrancer, Part 2, 1776, 262-263; Wilstach, Potomac Landings, 325-327); See also Janson, Stranger in America, 213.

72. During the Revolution the Virginia Navy established a Naval Magazine for the issue of prisoners, supplies, and naval stores to its vessels, at the head of Potomac Creek, below Quantico.

73. Courant, August 12, 1776, No. 603; Conn. Colony Pub. Rec., by Hoadly, XV, 481.

74. See the Boston Gazette & Country Gentleman, June 24, 1776; Maclay, Hist of Navy, I, 41; R.I. Hist. Mag., VI, 106.

75. Journal of the Andrea Doria in, Neeser, Despatches of Molyneux Shuldham.

76. Papers of George Washington (Craig to Washington, March 18, 1779).

77. Griffis, Townsend Harris, 144-145; Paine, Joshua Barney, 57-58; New England Mag., July, 1893; See Note 82; Dennis Leary had been a midshipman on Andrea Doria (Orig. Hopkins Papers, 106-109, in R.I. Hist. Soc.); The flag saluted by Dutch was "the Congress colors, with thirteen stripes in them." (dep. of James Fraser in Bancroft, Hist. U.S., IX, 292-293); See also Wharton, Dip. Corr., II, 177, 240, 241.

78. Nat. Geog. Mag., XXXII, No. 4, 294-295; See Hicks, The Flag of the U.S., 21; Cooper, Hist. Navy U.S.; Paine, Joshua Barney, 57-59; Nav. Inst. Proc., July-August, 1916, 1241; Allen, Naval Hist. of the Amer. Rev., I, 159-160.

79. Allen, Naval Hist. of the Amer. Rev., I, 159-160.

80. Paine, Joshua Barney, 61; Nav. Inst. Proc., July-August, 1916, 1241; Papers of Cont. Cong., March 28, 1777 and April 23, 1777, show that Marines shared in bounty for capture of Racehorse; Clowes in his, The Royal Navy, IV, 4, gives the date as "late in December" that the Racehorse was captured "after a desperate action of two hours," and cites Log of Milford and Beatson, 248.

81. Letter dated December 23, 1776, at Philadelphia, Robert Morris to John Hancock.

82. Papers of Cont. Cong., XXIII, 173a, April 23, 1777; Nav. Records of the Amer. Rev., 1775-1788, 207, and Archives, Lib. of Cong., C.C. 19, III, 57; Lieutenant Leary was paid in full to July 1, 1779, and shortly after left the service (but enlisted again). $500.00 was granted him on April 15, 1785. (Nav. Rec. of the Amer. Rev., 1775-1788, 207).

83. Remembrancer, Part II, 173; Cooper, Hist. Navy U.S., I, 133; Clark, Naval Hist. U.S., I, 28-29; Pa. Gazette, May 15, 1776; Franklin Papers, Amer. Philo. Soc., Phila., IV, 84, 87, Calendar, I, 180; Sketches of Col. Wm. Bradford, 1721-1791, 367; Pa. Archives, Series 2, I, 232; Pa. Archives, IV, 749; Frost, Book of the Navy, 24-25; See Pa. Archives, Series 2, I, 408-412 for an "An Inventory of Arms, etc., belonging to William Brown, Esq., Company of Marines on Montgomery, July 30, 1776," among other things including "12 riffells in good order," 7 "powder horns," 1 drum, "40 bayonets and Belts," and "2 bayonets lost at the time of the engagement." On May 8, 1776, Mar. Com. order John Barry down river in Hornet. (Charles Roberts Collections, No. 789, Haverford, College. For movements of Captain Brown See Pa. Archives, 1st, IV, 745-746.

84. New London Hist. Soc., No. 1, shows Lieutenant Squire her first Marine Officer in February, 1776; See New London County Hist. Soc., I, No. 4, 37; Lieutenant Samuel Smedley served as Marine Officer on Defence from March, 1776, to January, 1777; Hinman, Connecticut in the Rev., 352, 402, 409.

85. Cooper, Hist. Navy U.S., I, 4; Oberholtzer, Robert Morris, 29; Rec., New London, Hist. Soc., Pt. 4, Vol. I, 36-37; D.A.R. Mag., July, 1916, 95-96 and September, 1916, 149; The Minerva of Conn. Navy carried "forty seamen and forty Marines" (Rec. New London County Hist. Soc., I, Pt. IV, I, 34).

86. Ramsay, Hist. of the Amer. Rev. (1791), 288.

87. American Archives, Series 4, VI, 1206; The narrative read as follows: "While she was on fire, Capt. Milligan, one of our Marine Officers, and a party of men, boarded her, brought off her colors" etc. (Remembrancer, Part II, 1776, 318); "The Crescent Flag" (dark-blue field with a white crescent in the upper right-hand corner) used in this historic defense "was the first American flag used in the South in the Revolution." (The Standards, Flags and Banners of the Pa. Soc. of Sons of the Rev., 21).

88. Lieutenant Jacob Milligan of the "Carolina Prosper." (South Carolina Hist. & Gen. Mag., 10, 1909, 115).

89. The Marines of the South Carolina Navy took an important part in the Revolution. They first appeared on November 11, 1775. (Paullin, Navy Amer. Rev., 420). Then on February 15th of the following year the enlisting of two hundred Marines was authorized (Paullin Navy Amer. Rev., 422). They participated in many engagements including that in which the Randolph blew up in 1779. The Marines serving on board the frigate South Carolina had many interesting experiences. The South Carolina Marines were not overlooked in the distribution of prize money. (Paullin, Navy Amer. Rev., 427; Cooper, Hist. Navy U.S.; Statutes of S.C., IV, January 16, 1777).

90. See Ramsay, Hist. of S.C., I, 155; Snowden & Cutler, Hist. of S.C., I, 348.

91. Secret Journals of Congress, July 11, 1776, I, 48.

92. Journals of Congress, May 31, 1775, cited in Paullin, Navy Amer. Rev., 71.

93. Force, Amer. Arch., 4th Ser., III, 738, cited by Paullin, Navy Amer. Rev., 72.

94. Journals of Congress, March 26, 1776; Journals N.Y. Committee Safety, March 18, 1776; Paullin, Navy Amer. Rev., 72.

95. Force, Amer. Arch., 5th Ser., I, 1186, 1277; Journals N.Y. Prov. Cong., March 16, 1776; Journals of Congress, May 2, 1776; Paullin, Navy Amer. Rev., 72.

96. These operations were in a limited degree a combined Army (under Montgomery and Arnold) and Navy ("Commodore, Broughton with the Hannah and Selman with Franklin) operation with "General" or "Admiral" George Washington directing it indirectly. Certainly Washington showed his displeasure at the ill-success. (Waite, Origin of the Amer. Navy, 27-29).

97. Paullin, Navy Amer. Rev., 72-73.

98. Clowes, Royal Navy, III, 358.

99. Journals of Congress, May 22, 25, June 17, 1775; Ford, Writings of Wash., IV, 101; Paullin, Navy Amer. Rev., 73.

100. Force, Amer. Arch., 4th Ser., VI, 1107-1108; Paullin, Navy Amer. Rev., 74.

101. Force, Amer. Arch., 5th Ser., II, 1039.

102. Force, Amer. Arch., I, 656.

103. Amer. Arch., 5th Ser., I, 656; Jones, Campaign for Conquest of Canada, 142; Amer. Arch., 5th Series, II, 472; First Lieutenant Ebenezer Bass commanded the Marines of the galley Trumbull of Connecticut. (Conn. Men in Rev., 594); A.G.O. dated September 4, 1776, ordered "33 men from Col. Whitcombe's Regt.," to parade the next day "to serve as Marines on board the Fleet" and that they would "proceed directly and join Gen. Arnold under the command of Lieutenant Calderwood of the Marines." (Amer. Arch., V, 2, 472); On the 23rd of July, 1776, 28 sergeants, 16 corporals, 16 drummers and 288 privates were drafted from four Pennsylvania Brigades, to serve as seamen and Marines in Arnold's Fleet. (Jones, Campaign for the Conq. of Canada, 142); Orders dated July 23, 1776, directed that since the foregoing detail was "of the utmost consequence, that a well regulated body of seamen and Marines," Congress directed each should receive 8s. extra pay per month. (Amer. Arch., 5th Ser., I, 656); for Captain Seth Warner's pay abstract of Company of Marines on board galley Trumbull, 1776, on Lake Champlain See Coll. Conn. State Library, Hartford, VI:156 and XXXVI: 67, 68, 165, 166; Captain of Marine Heathcote Muirson was Marine Officer on one of Arnold galleys. (Franklin Papers, Amer. Philosophical Soc., Philadelphia, II, 71).

104. See Gates Papers in N.Y. Hist. Soc., especially Arnold to Schuyler, July 24, 1776; Arnold to Gates, July 24, 1776, VI, folio 73; Hartley to Gates, August 25, 177 VI, folio 182; Hartley to Gates, September 6, 1776, VII, folio 6; Arnold to Gates, September 7, 1776, folio 21; Arnold to Gates, September 21, 1776, folio 64; See also Arnold Papers; D.A.R. Mag., July, 1923, 409; Conn. Men in Rev., 594, shows 1st Lieut. Ebenezer Bass, an Army Officer, - acted as Marine Officer on the Conn. Galley Trumbull.

105. Memoirs of General James Wilkinson, I, 90-92; Cushing, J.S. Genealogy, 56; Annual Register (pub. in 1778), XX, 4-5, in describing this Battle states that the Americans "chiefly gloried in the dangerous attention" Arnold "paid to a nice point of honor, in keeping his flag flying, and not quitting his galley till she was in flames, lest the enemy should have boarded and struck it."

106. Mahan, Major Operations of Navies in War of Amer. Independence, 8-9.

107. Force, American Archives, 5th Ser., II, 481, 834, cited by Paullin, Navy Amer. Rev., 76.

108. Ramsay, Hist. of Amer. Rev., (1791), 277-279; Kingsford, Hist. of Canada, VI, 110; Nav. Inst. Proc., January & February, 1915, 15; Wrong, Washington and His Comrades, 12, 52-53.

109. Clark, Naval Hist. U.S., (1813), 27; Clark, Naval Hist. U.S. (1814), I, 48; See also Lucas, Hist. of Canada, 123; Gordon, Hist. of Amer. Rev., II, 384-385.

110. The Quarterly Journal of the New York Hist. Ass'n., IV, No. 2, April, 1923; "Arnold previous to the War, had been engaged in the naval profession." (Lamphiere, Biog. Dict., cited in Clark, Naval Hist. U.S., I, 49).

111. See Clowes, The Royal Navy, III, 358-370.

112. See A.&.N. Chron., February 25, 1836; Sparks, Life of Benedict Arnold; Williamsburg Gazette, and Williams, The Natural and Civil History of Vermont, II, 79-85, for description of Battle.

113. Clowes, The Royal Navy, III, 358-370.

114. Paullin, Navy Amer. Rev., 123; Journals of Congress, June 25, 1776.

115. Papers of Cont. Cong. (Nicholas to Pres. of Congress), Library of Congress, 78-77-301.

116. See also Pa. Archives, V, 178 (Let., January 9, 1777, Col. Isaac Melcher to Pa. Council of Safety) - found some arms in barracks belonging to Major Nicholas.

117. Journals of Congress; See also Pa. Arch., V, 178.

118. On the North River in New York; See Journals of Congress, November 28, 1777; Moore, Diary of Rev., 506.

119. Orig. Letter in I Cadwallader Papers, 7, Hist. Soc. of Pa., Phila.

120. "The names of Washington and Fabius will run parallel to eternity." (Journal & Weekly Advertiser, January 29, 1777, in N.J. Archives, 2nd Ser., I, 272-276); Moore, Diary of the Amer. Rev., I, 359-360, quotes letter pub. in Freeman's Journal, December 31, 1776; but Jones, Hist. of N.Y. During Rev. War, I, 128, claimed there was an over-abundance of lumber available for rafts; Ganoe, Hist., U.S. Army, 35; states that since Washington "had collected all the Delaware river boats, he was unassailable until the enemy could construct rafts;" See also C.C. Haven, Three Battles at Trenton, Princeton, 9-81.

121. Clowes, The Royal Navy, III, 386-387.

122. See Pa. Arch., V, 57, 121; Griffin, Hist. of Commodore John Barry, 17-18; D.A.R. Mag., June, 1921, 303-312; M.C. Gazette, September, 1921, 279-288; Nav. Inst. Proc., November, 1923, 1848-1855; Hutchison, Illustrated Hist. of Wash. & His Times, 258-259; On December 11, 1776, Washington at the Falls of the Delaware wrote Col. Cadwalader (who had seamen and Marines under him) to "be particularly attentive to the Boats and Vessels and suffer no person to pass over to the Jerseys without a permit." (Cadwallader Papers, in Pa. Hist. Soc., I, 9).

123. Pa. Archives, V, 4-5; Pa. Arch., Ser. 2, I, 248-307, 388; Pa. Archives, Ser. 3, XXIII, 1-192; Pa. Arch., Ser. 2, I, 297, states that Private Thomas Pruden who entered Pa. boat Franklin on October 27, 1775, was "discharged December 15, 1776, to act as Surgeon's Mate at Trenton"; Leatherneck, February 1-8, 1921; D.A.R. Mag., June, 1921, 303-312; M.C. Gazette, September, 1921, 279-288.

124. Hutchison, An Illus. Hist. of Wash. & His Times, 260-262.

125. Naval Inst. Proc., November, 1923, 1848-1855; D.A.R. Mag., June, 1921, 303-312; M.C. Gazette, September, 1921, 279-288; Private Journal of Margaret Hill Morris of Burlington, N. J., 6-10; Inscriptions in St. Peter's Church Yard, Philadelphia, Pa.

126. Private Journal of Margaret Hill Morris of Burlington, N.J., 10-12; Watson, Annals of Philadelphia & Pa. in the Olden Time, 310-314; On December 15, 1776, Col. John Cadwalader at Bristol wrote George Washington "last night sent Captain Shippin, with 20 good men," to Jersey. (Amer. Arch., 5th Ser. III, 1230).

127. Stryker, Battles of Trenton and Princeton, 45-46, 454; Watson, Annals of Philadelphia, II, 312; Leatherneck, February 1, 1921, 3; American Archives, 5th Ser., III, 1230.

128. Pennsylvania Archives, Ser. 2, I, 305-310, set forth all naval officers on Hancock and Captain Shippin not mentioned as such.

129. Stryker, Battles of Trenton and Princeton, 454; New Jersey Archives, Ser. 2, I, 263; Pa. Evening Post, January 18, 1777.

130. A Hessian is described, "with his towering bras fronted cap, mustachios colored with the same blacking which colored his shoes, his hair plastered with tallow and flour, and reaching in whip form to his waist. His uniform, blue coat and yellow vest and breeches, and black gaiters. (Watson, Annals and Occurrences in N.Y. City and State in the Olden Time, 340); "The Hessians had hitherto been very terrible to the Americans; and the taking of a whole brigade of them prisoners, seemed so incredible, that at the very time they were marching into Philadelphia, people were contending in different parts of the town, that the whole story was a fiction and indeed, that it could not be true. The charm was now, however, dissolved, and the Hessians were no longer terrible." (Annual Register, 1777, 15-17).

131. An Article in Naval Institute Proceedings, November, 1923, 1848-1855, will guide the investigator through a wide range of authorities; Many of these Marines fought in the Second Battle of Trenton (Assanpink) and Princeton.

132. Report of Nicholas, March 9, 1782; Nicholas to President of Congress, August 10, 1789, Congressional Library, Ms. Div., Papers Cont. Cong., 78-17-301; Stryker, Battles of Trenton and Princeton; For newspaper reference to these battles see Wash. Star of November 11, 1923, and Baltimore Sun of November 11, 1923.

133. Pennsylvania Archives, V, 126, (Merely shows Delaware in Delaware River).

134. J. Fenimore Cooper, "Sketches of Naval Men - John Barry," in Graham's Magazine, June, 1844, XXV, 268, wrote: "The winter of 1776-7 was the dark period of the Revolution. His [Barry's] ship [Effingham] not

134. (Continued)
yet being ready and her safety depending on preventing the enemy from reaching Philadelphia, Barry joined the Army under Washington with seventeen Marines, contriving to mount a light gun or two, in a manner that admitted of them being used in the field.* * * [They] were present at Trenton, if not at Princeton, also."; Haltigan, The Irish in the Amer. Rev., 165-166; Griffin, Hist. of Com. John Barry, 17-20; Meany, John Barry; Frost, Pictorial Hist. of the Amer. Navy, 77-78, states that Captain Barry served as aide de camp to General Cadwalader in the "vicinity of Trenton"; "Barry organized a company for land service and engaged in the Trenton Campaign." (Amer. Cath. Hist. Researches, N.S. 3, 1907, 127); Allen, American Biographical Dictionary, 66-67, quoting "Portfolio-; Amer. Naval Biog., 156-166" reads that Barry commanding the frigate Effingham "shut up by the ice in the winter he joined the Army as aid to General Cadwalader in the operatio near Trenton;" Barry in "command of a company of volunteers, and some heavy cannon" assisted "in the operations at Trenton, and continued with the army during the winter campaign." (Simpson, Lives Eminent Philadelphians, 29-30).

135. Scharf, Hist. of Md., I, 189; Stryker, Battles of Trenton and Princeton, 433; Haltigan, The Irish in the Amer. Rev., 399.

136. Letter dated December 11, 1776, Samuel Chase (In Phila.) to Captain James Nicholson (in Baltimore) stated "it has been reported that you were coming up to this city with a body of seamen and Marines" of the Defence. (Amer. Arch., 5th Series, III, 1165); Scharf, Hist. of Md., II, 290, states Captain James Nicholson and Captain Cook of Defence were ordered to join the American Army at Philadelphia where they "arrived in high spirits and very desirous of engaging the enemy;" Cooper, Hist. Navy U.S., I, 254; Robert Morris in a letter dated December 27, 1776, to Pa. Council of Safety wrote that "Capt. Cooke, commander of the Maryland ship-of-war Defence * * *came up with upwards of 70 men to assist in the defence o Philadelphia "as the Gondolas are going on service c he offers to go in them as a reinforcement, and if need be at the place of action, he and his men will assist the artillery." (Pa. Arch., V, 138).

137. Stryker, Battles of Trenton and Princeton, Leatherne February 1-8, 1921; D.A.R. Mag., June, 1921, 303-312; Naval Institute Proc., November, 1923, 1848-1855; M.C. Gazette, September, 1921, 279-288; Pennsylvania Archives, Series 2, I, 234, 324-326.

138. To which Isaac Craig had been commissioned as Captain of Marines on October 22, 1776. (M.C. Gazette, September, 1921, 286-287; D.A.R. Mag., June, 1921, 306-310); See also Godcharles' article on Isaac Craig in Phila. Ledger, May 14, 1925.

139. Pa. Archives, Series 2, I, 239-375, shows about 529 Marines serving on vessels of Pennsylvania Navy; Leatherneck, February 1-8, 1921; D.A.R. Magazine, June, 1921, 303-312.

140. Papers of Cont. Cong., filed in Lib. of Cong., C.C. 78, 17, 301; See also C.C. 19, 5, page 533, for Report of Committee on this Memorial, dated September 29, 1781; See also Pa. Archives, IX, 497-499.

141. Pa. Mag. of Hist. & Biog., IV, 261; Journals of Congress; "During the War, when a Captain he was engaged in a fatal duel. * * *He had been, as we have seen, engaged in the Marine service, at the commencement of the war. After he had become a Captain of Artillery, disputes occasionally grew out of his former rank, and on such points, he was like most military men, tenacious of his rights. A misunderstanding on this subject occurred between himself and Major Eustace." Later Eustace said: "He is nothing but a _____ school-master." Porter repli "I have been a schoolmaster, Sir, and have not forgotten my vocation," and thereupon drawing his sword struck Major Eustace with the back of it on the shoulder. A duel followed at the S.E. Corner of 9th and Arch Streets, Philadelphia, in what was for many years afterward the garden of General Cadwalader. Major Eustace was shot through the heart at the first fire with pistols. Porter was court-martial a acquitted and shortly afterwards promoted to the ran of Major. (Penna. Mag. of Hist. & Biog., IV, 288; Se also Phila. Public Ledger, September 24, 1924); See D.A.R. Mag., June, 1921, 306, for his career; Penna. Archives, IX, 497-499, gives complete military histo of Captains Craig and Porter in letter dated Februar 21, 1782 - Craig to Pres. Moore; Pa. Mag., 1880; Andrew Porter was commissioned Captain of Artillery in Army about April 28, 1777, but had date of commissic antedated to January 1, 1777. Thus he sometimes appears erroneously as an Army officer at Battle of Princeton. (Pa. Archives, IX, 497-499); Godcharles in Phila. Pub. Ledger, September 24, 1924, and Year Book S.A.R. New York State, 1909, 591, states that on June 19, 1776, Porter was appointed a "Capta of Marines and ordered to the frigate Effingham." H did not, as has been frequently stated, serve on Columbus on the Bahamas Expedition. For excellent

141. (Continued)
biography (but which erroneously states he was in Army during battles of Trenton and Princeton) See Rogers, New Amer. Biog. Dict., 379-383.

142. Pa. Archives, 2nd Ser., XV, 658; Journals of Congress; See D.A.R. Mag., June, 1921, 310.

143. Journals of Congress.

144. Isaac Craig, after leaving the Andrea Doria, was commissioned by Congress as "Captain of Marines of the armed Galley called the Champion" of the U.S. Navy, on October 22, 1776. (Photograph of commission in D.A.R. Mag., June, 1921, 308; M.C. Gazette, September, 1921, 286-287).

145. Pa. Gazette & Weekly Advertiser, November 20, 1776, which shows Shaw commanded a company in Philadelphia on this date.

146. Stryker, Battles of Trenton and Princeton, 433, shows Craig in command of Andrea Doria's Marines, although it is known that he was detached from that vessel in September, 1776, having been relieved by Lieutenant Dennis Leary; Craig's commission dated October 22, 1776, published in D.A.R. Mag., June, 1921, and M.C. Gazette, September, 1921, showed him attached to the U.S. Galley Champion; Sketch of the Life and Services of Isaac Craig; Philadelphia Bulletin, September 17, 1923; Article "A Pennsylvanian"; See D.A.R. Mag., June 1921, 306, for his career.

147. American Arch., 5th Series, III, 826; Richard Henry Lee to Samuel Purviance, Jr., November 24, 1776 (Burnett, Letters of Members of the Cont. Cong., II, 164, also published Purviance, Narrative of Events Which Occurred in Baltimore Town During the Revolutionary War, 206); Earlier than this, however, June 25, 1776, Captain John Stewart, First Lieutenant Thomas Pownall and Second Lieutenant Richard Harrison were appointed to the Virginia. (Joseph Hewes to Purviance, June 25, 1776, in Purviance, Narrative of Events Which Occurred in Baltimore Town During the Revolutionary War, 200-201).

148. Out-letters Marine Committee, I, 208, (To Captain James Nicholson, March 4, 1778); Pa. Mag. Hist. & Biog., XV; On June 25, 1776, Congress approved recommendation of Marine Committee that Captain John Stewart, 1st Lieutenant Thomas Pownal and 2nd Lieutenant Richard Harrison would be Marine Officers of the "frigate building in Maryland." (Journals of Congress); On November 24, 1776, Richard Henry Lee, in

148. (Continued)
Philadelphia, wrote Samuel Purviance, jr., that before Purviance had recommended Mr. Plunkett a Captain Disney had been appointed Captain of Marines on the Virginia. (Amer. Arch., Series 5, III, 826); Out-Letters Marine Committee, I, 220, (To Col. John Beatty), and 281; Naval Records of the Revolution (Marine Committee to Plunkett), 69; Clowes, The Royal Navy, IV, 16.

149. Pennsylvania State Marines under Capt. William Brown "joined General Washington and fought at Trenton and Princeton" (Mag. of Hist., XXI, Nos. 2-3, 65); Pa. Archives, Series 1, (Rev. War 1775-81), 745; Pa. Archives, V, 37, 106; Pa. Archives, Series 2, I, 232, records him as "the First Captain of Marines, in the State service" appointed at least as early as January 18, 1776 (Pa. Archives, Series 2, I, 475) and went aboard Montgomery on March 5, 1776 (Pa. Archives, Series 2, I, 232); The memo book of the Pennsylvania Council of Safety for January 18, 1776, reads, "Instructions to the Captain of Marines" (Pa. Archives, Series 2, I, 475) and on September 13, 1776 "Captain William Brown, of the Marines, on board of the ship Montgomery, has 55 men; recommended by Mr. Wharton for the command of the Floating Battery," (Pa. Archives, Series 2, I, 489); See also Id., 324-326, 328, 386; See Pa. Archives, V, 135; At his first joining the Army around Trenton, Captain Brown reported that he found himself under the command of Major Proctor (Pa. Archives, Series 2, I, 698); "the Marines commanded by Captain William Brown, took part in the Battle of Princeton on 3d of January, 1777, and remained attached to the Army until the 23d of that month." (Pa. Archives, Series 2, I, 234); but letter to President Wharton dated January 27, 1777, in Pa. Archives, Series 2, I, 698-699, shows him at Princeton still with the Army; Pa. Archives, Series 2, I, Revolutionary War, 248, states that Captain Brown was appointed on March 5, 1776, but this is his appointment to the Montgomery; Captain William Brown was denied a pension. (Annals of Congress, XIX, 300, 319).

150. Pa. Archives, V, 165 (Dr. Gerardus Clarkson to Captain Jos. Blewer, January 5, 1777).

151. Captain William Shippin served as a Naval Officer of the Pennsylvania Navy on various dates, but was a Marine Officer of the Pennsylvania State Navy when he was killed in action at Princeton, January 3, 1777, while leading his Marine Guard of the Hancock; On shore with his Marines of the Hancock at Burlington

151. (Continued)
(Jerseys) searching for Hessians from December 12 to 17, 1776. (Private Journal of Margaret Hill Morris of Burlington, 6-12; Stryker, Battles of Trenton and Princeton, 45-46, 454; Watson, Annals of Philadelphia, II, 312; Leatherneck, February 1, 1921, 3; American Archives, 5th Series, III, 1230); Present at the Battles of Trenton, Assanpink and Princeton; "landing with his company of Marines and joined the forces of Washington in his memorable crossing of the Delaware on Christmas night for the attack on Trenton, and in the subsequent Battle of Princeton he was killed. He was buried first in the Friend's Cemetery in that place, and twelve days after, his body, together with that of General Mercer, who was killed in the same action, was brought to Philadelphia, the hearses which bore them crossing the river on the ice. He was interred in St. Peter's Church-Yard, attended by the Council of Safety, Members of the Assembly, a Company of Virginia Light Horse, and a large number of citizens." (Report of Board of Managers, Pa. Soc., Sons of Rev., 1895-96, 52); The Pa. Evening Post of January 18, 1777, shows Shippin's remains were brought across the frozen Delaware on January 17, 1777, and describes funeral and interment in St. Peter's; a mural tablet erected by the Pennsylvania Society of Sons of the Revolution, was unveiled in St. Peter's Church, Philadelphia, on January 3, 1896, the Rev. G. Woolsey Hodge, M.A., Chaplain of the Society, preaching the sermon. (Report of Bd. of Mgrs., Pa. Soc., Sons of Revolution, 1895-96, 49-56; Philadelphia Evening Bulletin, August 14, 1920 - Article "Old St. Peter's"); married Benjamina Fisher, June 2, 1770 (Bronson & Hildeburn, Records of Zion German Lutheran Church, Philadelphia);"Inscriptions in St. Peter's Church Yard;" a fish and meat merchant in April, 1775. (Pa. Packet, April 3, 1775); had son and daughter, William and Ann, who survived him, and who were granted pensions. (Pa. Mag. of Hist. & Biog., XXXXII, No. 167 (1918), 263-265, 266, 270, 273; See also Scharf & Westcott, Hist. of Philadelphia, I, 337); Colonel Lambert Cadwalader wrote Samuel Meredith on January 7, 1777, that "our loss is General Mercer wounded, Colonel Haslitt, and a Captain of Marines, with a few privates killed." (Stryker, Battles of Trenton and Princeton, 448); Margaret Hill Morris in her Private Journal wrote under date of January 5, 1777, 21, that she "learned today that Captain Shippin, who threatened to shoot my son for spying at the gunboats, is killed"; Daughters of the American Revolution Magazine, June, 1921; Memoirs of General Wilkinson, 146; N.J. Archives, 2nd Series, I,

151. (Continued)
263; Pa. Mag. of Hist. & Biog., XLII, No. 167, 262-265, 266, July, 1918; Eighth Annual Report of the Penna. Soc., Sons of the Rev., 1895-96; Marines Magazine, July, 1920, 11; Leatherneck, February 1, 1921, 3; Trevelyan, The American Revolution, II, Part 2, 146; When General Mercer's remains were removed from Christ's Church and reinterred at Laurel Hill Cemetery, Philadelphia, Pa., in 1840, his "coffin borne by U.S. Marines was attended by a large military procession at the head of which was a detachment of U.S. Marines." (A.&.N. Chron., December 10, 1840).

152. Memorial of Officers and Privates, in Pa. Archives, Series 2, I, 386-389.

153. Pa. Archives, Series 2, I, 248, 261, carries Captain Forrest as a Marine Officer of the Pennsylvania Navy, appointed March 13, 1776, and commanding the Arnold Battery from May 1, 1776 to September 1, 1776; this officer then joined Proctor's Artillery; See Original Muster Roll in State Library at Harrisburg, Pa.; he was son of William Forrest and Sarah Hall (married July, 1746), members of Society of Friends, was born in Philadelphia, July 12, 1747, and attended the school of David James Dove; married Anne Whitepain on April 28, 1770. (Pa. Mag. of Hist. & Biog., XLVII, No 188, October, 1923, 371); died on Sunday before March 23, 1825, 78 years of age. (Norristown, (Pa.) Herald, March 23, 1825; Pa. Mag. Hist. & Biog., October, 1914, 452); New England Mag., N.S., IX, February 1894, 679 and D.A.R. Mag., July, 1923, 411 contain his likeness.

154. Pa. Archives, 2nd Series, I, 248, unambiguously shows him as Captain of Marines on board Arnold Battery, March 13, 1776; He commanded artillery at Battle of Trenton "under the immediate order of General Washington" (Wilkinson's Memoirs, I, 729, pub. in Niles Weekly Register, XII, 282); Pa. Mag. Hist. & Biog., XLVII, No. 188, October, 1923, 371, states he was "appointed Captain of a Company of Marines by the Committee of Safety on March 13, 1776, and served with Arnold's Floating Battery on the Delaware;" Original Muster Roll dated September, 1776, shows him commanding Marines of Arnold Battery; a letter of Corporal David Fick dated November 6, 1776, in Pa. State Library and Museum, Harrisburg, shows that Forrest on that date was a Captain in Proctor's Artillery; same shown by Petition of Forrest, Proctor and others, signed November 27, 1776, at Fort Island

154. (Continued)
On December 7, 1776, Proctor reported that Captain Thomas Forrest's Co. of Artillery had marched the day before to join Washington; See Headley, The Illus. Life of Washington, 201.

155. Pa. Archives, V, 142, contains a letter Thomas Forrest to Col. Proctor stating he had just "returned from Trenton after defeating the Brass Caps and Crous Coups"; Memoirs of General Wilkinson, 129.

156. Griffin, History of Commodore John Barry, 19; Mag. of Hist., August-September, 1915, 65.

157. George Washington at "Camp above Trenton Falls, 23 December, 1776" wrote Joseph Reed, in the absence of Colonel Cadwalader, that as the "Colonels of the Continental Regiments might kick up some dust about command unless Cadwalader is considered by them in the light of a Brigadier," he had arranged matters that way. (Peters Papers, VIII, 107, Pa. Hist. Soc., Phila.); Carrington, Battles Amer. Rev., 267-268; George Washington at McKonkey's Ferry wrote Cadwalader at 6:00 p.m., the 25th: "If you can do nothing real, at least create as great a diversion as possible." (Cadwalader Papers, I, 13, Pa. Hist. Soc., Philadelphia).

158. Wrong, Washington and His Comrades in Arms, 105-107.

159. Sparks, Life of Washington, 211; some authorities state that Durham boats were used. (N.J. Archives, II, 2nd Series, 482).

160. Glover's "Marine Regiment" (Peabody, John Manly, 2-11); Mrs. Martha J. Lamb, Hist. of the City of New York, II, 148-150, wrote: "The Marblehead Mariners, who did such a good service on the retreat from Long Island, bravely manned the boats, Knox superintending the embarkation; (Wrong, Wash. & His Comrades in Arms, 105-107), wrote Washington "had skilled boatmen from New England"; C.C. Haven, Historic Manual Concerning the Three Battles at Trenton, Princeton, 9-81, wrote: "The hardy fishermen from Mass. under the command of Colonel Glover, were still in service with the reserves of some of the fighting States who clung to Washington and Freedom's cause. These faithful sailors and soldiers took care that the boats should not be seized or used by the hireling Hessians"; "The critical state of the river, which had been frozen over above the ferry, but was then running rapidly with masses of ice, so sharp and jagged that boats could only be navigated

160. (Continued)
across the stream with the utmost care and labor by the Marine soldiers from New England, and the "alongshoremen," riggers, ship masters, &c., from Philadelphia, (eighty-two of them under Moulder, with his famous battery), occasioned a delay of eight or nine hours. Lutze's celebrated picture of this scene is, in the main delineations, a strikingly interesting illustration of it; but he is charged with the license of a painter, as well as using an anachronism in point of time, in representing a general officer, probably General Knox, one of the truest and most beloved of Washington's friends, lustily bearing up the flag of the Stars and Stripes, before we had that noble banner ordered by Congress to be the American emblem of our Union. He errs also, in representing the crossing in marine boats instead of Durham barges, so called in those days, in use here. But these seem to me trifling errors when the spirit of the design is so well made manifest."; "Lieutenant Cuthbert of Moulder's along-shore boys assured his son they assisted in piloting Washington across. Several of the Jersey boatmen on the river are said to have done this; but the Annals of Portsmouth, N.H., report that when the General asked who will take the lead? he was answered that Captain Blount was a coaster and acquainted with the Delaware navigation. Then Washington replied - 'Captain Blount, please take the helm!' He it was, then in connectic with the brave Marblehead Marine soldiers under Colonel Glover, who probably managed this perilous Argonautic enterprise....."; "I will now give a few extracts from a personal description given by Lieutenant, afterwards Captain, Cuthbert of Moulder's battery, and 'alongshoremen,' whose effective service on the three 'critical days' in Trenton, and the one afterwards at Princeton, for my narrative would be at fault if it did not refer to it. Such gallant sea-bred soldiers as the Marblehead regimen of Colonel Glover, and the Philadelphia young Marin and shore-hands under Captains Moulder and Cuthbert were indispensable as an arm of Washington's force, which he more than once extolled as serviceable and dauntless when most needed."

161. Meany; Commodore John Barry; Griffin, Commodore Jol Barry, 19.

162. Sketch of the Life and Services of Isaac Craig.

163. Pa. Archives, Series 2, I, 234.

164. See Notes 19-27, Chapter IV.

165. Paullin, Navy Amer. Rev., 377; Pa. Archives, Series 2, I, 234; Mag. of Hist., August-September, 1915, 65; Scharf & Westcott, Hist. of Philadelphia, I, 297; William Cosgrove who on October 5, 1775, enlisted as a private of Marines in the Pennsylvania Navy "was assigned to the Burke of the Pennsylvania Navy, one of General Washington's Delaware River transport, and guard boats." (Pa. Archives, Series 2, I, 257); Private Franklin Green Cosgrove, who enlisted in the Marine Corps on October 10, 1922, is a direct descendant of this Private William Cosgrove. Their common ancestor, Abraham Clark, signed the Declaration of Independence on behalf of N.J.

166. See Note 23, Chapter IV.

167. M.C. Gazette, September, 1921, 279-288; D.A.R. Mag., June, 1921, 303-312.

168. Pa. Archives, Series 2, I, 234.

169. Nat. Intell., of Washington, February 25, 1852, refers to "Leutze's great national picture of Washington crossing the Delaware" being sold for $10,000.00.

170. Memoirs of General Wilkinson, 131; Scharf, Hist. of Maryland, I, 240.

171. Washington to Heath, December 28, 1776 (Coll., Mass. Hist. Soc., IV, 4th Series, 33-34); the report of the court-martial of the Hessian survivors is pub. in Pa. Mag. Hist. & Biog., VIII, 45-49, quotes Rall as saying that "Fudge! these country clowns shall not beat us."

172. Report of Washington, dated December 27, 1776, to Congress in Baltimore; Ramsay, Hist. of Amer. Rev., (1791), 319.

173. Denison, Pictorial Hist. of the Wars of the U.S., 87; "This well-judged and successful enterprize revived the depressed spirits of the colonists and produced an immediate and happy effect in recruiting the American Army." (Morse, Annals of the Amer. Rev., 206); "This small success wonderfully raised the spirits of the Americans." (Annual Register, 1777, 15-17).

174. Memoirs of General Wilkinson, 132; See Papers of George Washington, XXXVIII, 4836; Gordon, Hist. Amer. Rev., II, 393-398.

175. Stryker, Battles of Trenton and Princeton; Ford, Writings of George Washington, V, 136-137; Gordon, Hist. Amer. Rev., II, 393-398.

176. Scharf, Hist. of Md., II, 292; These Marines were from the Defense, the Marine Officer of which, on September 19, 1776, was Captain Garret Brown. (D.A.R. Mag., July, 1923, 410, citing Maryland Archives, 606, 654).

177. Stryker, Battles of Trenton and Princeton, 242-243, shows the Marines hiked from Burlington to Bordentown with Cadwalader; Captain Brown's Company served in artillery under Major Proctor. (Pa. Archives, 2nd Series, I, 698-699).

178. Stryker, Battles of Trenton and Princeton, 434-435, sets forth a letter from General John Cadwalader to General Washington dated December 31, 1776, at Crosswicks in which he states that "Major Nicholas of the Marines" desired to go after Elisha Laurence, the late sheriff of Monmouth, who had collected about 70 men at Monmouth Court House and had imprisoned 20 men for refusing to bear arms; American Archives, Series 5, III, 1514.

179. Ford, Writings of George Washington, V, 142; Stryker, Battles of Trenton and Princeton, 242.

180. Referred to as "2nd Battle of Trenton," the "Battle of Assanpink," and the "Cannonade at Trenton"; Haven, Thirty Days in New Jersey Ninety Years Ago, 4-5, 34-42; R. Lamb, Original and Authentic Journal of Occurrences During the Late American War, 132-133, states the British "troops were checked by some field pieces which were posted on the opposite bank."; "The surprise and capture of the Hessians, or Washington's coup de main, as the French strategic phrase is, has long been called the battle of Trenton. Of late, however, new revelations of contemporaneous events, now admitted by authentic historians and historical societies, show that it was not the only engagement in the revolutionary struggle here deserving the name of a battle. If conflict and loss of lives and success in repulsing an enemy constitute a battle, the fighting on the 2d of January, 1777, just a week after the Hessians were taken, continuing from Shabbakonk, on the heights of the town, near Trenton, through Greene and Warren Streets, and finally at the Assanpink Bridge and opposite the fords of that little stream, this was in every sense a more important battle than the gallant but short-lived success of our army on the 26th of December, 1776." (Haven, A

180. (Continued)
New Historic Manual Concerning the Three Battles at Trenton, Princeton, New Jersey, During the War for American Independence, in 1776 and 1777, 9-81).

181. There are many descriptions of the Battle of Princet for example, Wrong, Wash. and His Comrades in Arms, 105-107; Ferrett & Co., Philadelphia, Stories of the Amer. Rev., 106-110; Mahan, Major Operations of the Navies in War of Amer. Independence, 48-49; Carrington, Battles Amer. Rev., 36, 271-273; Fiske, The Art of Fighting, 194-195.

182. Pa. Archives, Series 2, I, 234, stated Wm. Brown's Marines fought at Princeton and were attached to Army until January 23, 1777; Griffin, Hist. of Commodore John Barry, 19.

183. "Inscriptions in St. Peter's Church Yard, Philadelphia"; Mag. of Hist., VIII, 43; Scharf & Westcott, Hist. of Phila., I, 337; "The Princeton Battle Monument," 119; Haltigan, The Irish in the Amer. Rev., 396; Trevellyan, "The Amer. Rev., II, Part 2, 146;" Colonel Lambert Cadwalader wrote Mrs. Samuel Meredi January 7th: "Our loss is General Mercer, wounded, Col. Haslitt and a Capt. of Marines, with a few privates killed." (Stryker, Battles of Trenton and Princeton, 448); Lossing, American Revolution, II, 30; N.J. Archives, 2nd Series, I (newspaper extract 1776-1777, 263, states that "William Shippin was a merchant in Phila., before the war and engaged in t coasting trade. In December, 1776, he commanded a company of Marines in the American fleet on the Del ware river; left the fleet with Col. Cadwalader's force; took part in the Battle of Assanpink, Jan. 1777; was killed in the beginning of the fight at Princeton; buried at the Stony Brook Friends' buri ground, and afterwards in St. Peter's Churchyard i Philadelphia"; and also published this extract fro the Penna. Evening Post, of January 18, 1777: "yes day the remains of Capt. Wm. Shippin, who was kill at Princeton the 3d inst., gloriously fighting for liberty of his country, were interred in St. Peter Churchyard. His funeral was attended by the Counc of Safety, the Members of Assembly, Officers of th Army, a troop of Virginia Light Horse, and a great number of inhabitants. This brave and unfortunate was in his 27th year, and has left a widow and th young children to lament the death of an affectio husband and tender parent, his servants a kind ma and his neighbours a sincere and obliging friend." Journal by Charles Willson Peale (the artist and soldier) pub. in Penna. Mag. of Hist. & Biog., (1

183. (Continued)
271-286, reads: "We lost in all about 12 men. General Mercer was wounded in leg and fell into the enemy's hands when our men were first surprised; and when they, in turn, were obliged to fly, they stabbed him with a bayonet; we lost besides, Capt. Shippin of the 2d Battalion and a Lieutenant of the First of Philadelphia Militia."; Journal of Margaret Hill Morris, 21-23, states under date of January 5, 1777: "I heard today that Capt. Shippin who threatened to shoot my son for spying at the gondolas is killed"; Memoirs of General Wilkinson, 146; Penna. Evening Post, January 18, 1777; Carrington, Battles of the Amer. Rev., 289; N.J. Archives, 2nd Series, I, 263; Funeral of Mercer (Pa. Archives, V, 222); Funeral of Haslitt and Morris (Idem, 223); Shippin killed at Princeton and buried at St. Peters. (Hageman, Hist. o Princeton and Its Institutions, I, 141-144); Killed at Princeton and first buried in Jersey and moved to St. Peter's. (Bronson and Hildeburn, Inscriptions in St. Peter's Church Yard, 562-563); Winsor, Narr. & Crit. Hist. of Amer., VI, 378-379; Haven, Thirty Days in New Jersey Ninety Years ago, 34-42; Moore, Diary of the Amer. Rev., I, 371; Harper, Encyc. of U.S. Hist., VII, 297; Frelinghuysen, Hist. of Princeton and Its Institutions, 141-144; Carrington, Battles, Amer. Rev., 289; Jones, Gustavus Comynham, 4.

184. Penna. Mag. of Hist. & Biog., IV, 261; Godcharles in Phila. Pub. Ledger, September 24, 1924, states that this was at Trenton.

185. A Journal by Charles Willson Peale, pub. in Pa. Mag. of Hist. & Biog., 1914, 271-276; Captain Peale's Company served in Cadwalader's Brigade at Battle of Princeton. (Idem).

186. Pa. Archives, IX, 497-499; Nicholas to President of Cong., August 10, 1781, Ms. Div., Lib. of Cong., 78-17-301.

187. See Letter dated March 1, 1777, of Col. Thos. Procto to Owen Biddle, member of Pa. Council of Safety pub in Pa. Archives, V, 250.

188. See Note 44, Chapter IV; "That there is due, to Maj Samuel Nicholas, for himself and a detachment of th companies of Marines which he commanded on artiller duty, for which they were to receive additional pay viz. Captain Porter's company, from 1st February to 1st July; Captain Mullen's company, from 1st Februa to 1st March; and Captain Deane's Company, from 1st February to the 1st April, the sum of 895 15/90. (Journals of Cont. Cong., VIII, 1777, 624 - August 8, 1777).

189. Pa. Archives, Series 2, I, 437-438; Pa. Archives, V, 235.

190. Papers of George Washington (Craig to Wash., March 18, 1779); Papers of George Washington, Vol. 192: 23887 (March 9, 1782).

191. Orders from Captain Smedley of the Defense for takin brig Grog, a prize, into port near Boston, March, 1777. (Coll. Conn. State Library, Hartford, IX:98); Schedule of Cargo of brig Grog, 1777. (Idem, IX:102b); Instructions from Governor Trumbull to Agent Samuel Eliot, regarding brig Grog, April 26, 1777. (Idem, IX:103).

192. Perkins, France in the Amer. Rev., 131, 157; Dill & Collins Co., 1923, The Pictorial Life of Benjamin Franklin, Printer, Etc.; Harper, Encyc. of U.S. Hist., X, 362; Paullin, Navy Amer. Rev., 262; Franklin Papers, Amer. Philo. Soc., Phila., IV, 118, Calandar, I, 189; Wharton, Dip. Corr., II, 179-181; Perkins, France in Amer. Rev., 130; In September, 1776, The Continental brig Reprisal, while lying at Martinique, W.I., bore a flag of thirteen stripes, yellow and white field, Her Marine officers were Captain Miles Pennington and Lieutenant John Elliott. (The Standars, Flags and Banners of the Pa. Soc., of Sons of the Rev., 27, quoting Preble, Hist. of Flag, 220); See also Remembrancer, Part II, 1776, 277-278, describing a vessel at Martinique that shows American colors with a "field white and yellow, with 13 stripes."

193. Paullin, Navy Amer. Rev., 284.

194. Report of Captain Wickes to Committee of Secret Correspondence in Papers of Cont. Cong., XXIII; Stevens, Facsimiles, No. 46; Hale, Franklin in France, I, 114-115; Franklin Papers, Amer. Philo. Soc., XXXIII, 57; Papers, C.C., 78, 23,1777; Muster Roll in the Franklin Papers of Amer. Philosophical Society of Phila., V, 62, shows Captain Miles Pennington and Lieutenant John Elliott as Marine Officers of the Reprisal.

195. "Remarks on Cruise of Sch'r. Active, Andrew Gardner, Capt.," in Navy Library.

196. Poulson's Advertiser, June 10, 1824; Phila. Bulletin, June 10, 1924; See Resolution of Congress, July 2, 1788, regarding prizes captured by Reprisal and Dolphin in European waters.

197. Marine Committee Letter Book, Morris to Jones, February 1, 1777; Idem, Morris to Hopkins, February 5, 1777; Sands, John Paul Jones (1830), 42-43; Paullin, Navy Amer. Rev., 174-176; John Paul Jones Commemoration at Annapolis, April 24, 1906, 158; DeKoven, John Paul Jones, I, 137-141.

198. Jones, Hist. of Georgia, II, 269, cited by Paullin, Navy Amer. Rev., 461.

199. Cooper, Lives of Disting. Amer. Nav. Off., II, 30-31 See also Laughton, Studies in Naval History, Biographies, 372-373; Sands, John Paul Jones, 69-70; Steve Story of the Navy, 13-14; DeKoven, John Paul Jones, I, 210-211 denied that he first hoisted Stars and Stripes; On March 24, 1818 Mr. Westover of N.Y., said in Congress he had "repeatedly heard" that the first Stars and Stripes had been first used by a citizen of Phila. on his own vessel and afterwards adopted by the Congress of the Revolution, as appropriate to and emblematical of these confederated states." (Annals, Cong., 1818, II, 1458-1463).

200. This Flag which was later flown on Raleigh & saluted at Brest was on Bon Homme Richard. Stafford pulled flag out of water & it is in Nat. Museum today. (Naval Institute Proceedings,); See also DeKoven, John Paul Jones, I, 210-211; The Raleigh was launched at Portsmouth, N.H., in 60 days from the time when her keel was laid. (Belknap, Hist. of N.H., I, 369); The Raleigh was launched May 21, 1777. (N.H. Genealogical Rec., I, 1907, 25) launched in May, 1777, (Granite Monthly, 1881-2, V, 64-68); "The Liverpool Privateers with an Account of the Liverpool Slave Trade," (DA77-W5) describes a battle between Liverpool privateer Pole and American Tartar that flew the "Thirteen Stripes"; Spear Hist. of Our Navy, I, 134-135, wrote that Jones hoisted on Ranger "Old Glory" for the first time.

201. Moore, Diary of the Rev., 464-465; Penna. Journal, July 9, 1777; See Scharf & Westcott, Hist. of Phila I, 343; See also Pa. Archives, V, 411; The first hoisting of the new flag afloat occurred at Philadelphia at noon July 4, 1777, wrote Clark, Naval Hist. U.S.; See also Watson, Annals of Philadelphia, 295.

202. Cooper, Hist. Navy U.S., I, 280; Lieutenant Victor Bicker, Jr., was appointed Marine Officer of Congre on December 5, 1776, and assigned duty of guarding Congress, Montgomery, other ships and stores "belon ing to the Continent." (Amer. Archives, 5th Series, III, 355).

203. Greenwood, Captain John Manley, 60-61.

204. The following anecdote is very interesting but the Boston never was without a regular Marine Officer. As the ships drew near he told Lieut. Magee of the Navy that he "must head the Marines." "The Lieutenant at first hesitated as though he would rather decline the desperate office." "Then," said Tucker, "take my place and I will head the boarders; for she must be taken." "No," replied Magee, "I will go and do my best." The Boston soon grappled and the boarding began. "Magee fell in the onset; heading his band of Marines, he leaped the bulwark; and scarcely had his foot touched the deck of the enemy before this gallant, noble-hearted young man was assailed by numbers, and a sword pierced his heart," and he "died gloriously." (Life of Samuel Tucker, 69-70).

205. Certificate dated August 24, 1785, on file in M.C. Hist. Section; Stephen Meeds of Ship Raleigh (entered August 19, 1776) signed for certain provisions up to April 1, 1777. (N.H. Rev. Rolls, III; Navy Library, Class 3, Area 7); Pension Records of New Hampshire, Rev. War Rolls shows that Private John McCoy was wounded.

206. Clowes, The Royal Navy, IV, 4, states Cabot was captured on March 26, 1777.

207. Franklin Papers, Penna. Hist. Soc., II, 11.

208. New England Hist. and Gen. Reg., XXXIII, 36-41.

209. Mass. S.&.S., I, 825, shows Captain Baxter was prisoner at Halifax in October, 1777, and Lieutenant Bubier and Capt. Baxter exchanged on the 9th for Captain John Aire; Idem, II, 301, 742; Mass. Mag., I, 97; Nicholas, Hist. Rec. of the Royal Marine Forces, I, 94, states that the Hancock and Boston defeated Fox and that the "honorable James John Napier, Lieut. of Marines"was killed; D.A.R. Mag., July, 1923, 409, 410; See Coll. of the Mass. Hist. Soc., IV, 5th Series, 68-70; David Greeley, son of Captain Andrew Greeley, of Kingston, N.H., was Sergeant of Marines on Hancock and on December 24, 1777 his exchange was ordered, he being in Halifax. (Mass. Rev. Arch., Vol. 168, 56-57½).

210. On February 14, 1777, Wickes reported his "Lieut. of Marines had a musket ball lodged in his wrist." (Hale & Hale, Franklin in France, 114); Remembrancer, 1777, V, 362-363; Tyler, Encyc.of Biog., Virginia, II, 151;

210. (Continued)
Clowes, The Royal Navy, IV, 9, gives the date as September 19 and states that "amongst the Lexington's killed and wounded were the Master, First Lieutenant of Marines and Gunner"; Alert C.O. on September 24, 1777, reported Lieut. of Marines of Lexington killed. (Steven's Facsimiles, No. 1695); Muster Roll of Lexington gives James Connelly as Marine Officer. (Franklin Papers, Penna. Hist. Soc., II, 9, 11).

211. See Note 194.

212. The Dolphin carried eight Marines in April, May, June, 1777 (Muster Rolls of Dolphin in J.P. Jones Papers, I); A Muster Roll of Dolphin, 1777, shows these names of Marines: Cape Pravo, Rainey Pravo, Jno. Lemance, William Cannow, Pettre. Provo, Charles Dedo, James Canse, and Champaine. (Navy Lib., MS. Class 2; John Paul Joness Mss. Lib. of Cong., enclosed in Nicholson to Walker, August 2, 1788).

213. Franklin Papers, Amer. Phil. Soc., Phila., VI, 193, 194: Calendar, I, 283, 284.

214. Harper, Ency. of U.S. Hist., X, 352; Franklin Papers, Amer. Phil. Soc., Phila., XXXIII, 256, Calendar, III, 289, 294, Catharine Pennington relict of Capt. Miles Pennington, to Benjamin Franklin, December 15, 1785 and January 13, 1786 in which she requests relief; Hale & Hale, Franklin in France, 129; Paullin, Navy Amer. Rev., 291-292; Captain Pennington left a Will bequeathing everything to his wife and family. Will dated April 30, 1776, filed in Register of Wills Office, Philadelphia, Pa., Vol. R, Will No. 92, page 94; See United Service, II, July, 1902, No. 1, 107-109, giving a list of "Never Heard From" vessels that does not include Reprisal"; The cook was the only survivor. (Paullin, Navy Amer. Rev., 292); Lossing, Hist., U.S., IV, 1025. On September 9, 1777 the American Commissioners Franklin, Deane and Lee wrote Wickes that they were sending despatches to America by Captain Bell; that "the officer who comes with Captain Bell to take a passage with you for America will act, if occasion requires, as a Marine on board. He is recommended as a brave man, and * * * hope * * that he may be of service as well on his passage as after his arrival." (Thomas Mss reprinted in Deane Papers, N.Y. Hist. Soc., II, 128-129, 200, 228-229 that indicate his name might be Chandler).

215. Franklin Papers, Amer. Phil. Soc., Phila., VII, 38; See also Stevens' Facsimiles, No. 1658, Pub. Rec. Of-

215. (Continued)
fice, American and West Indies, Vol. 605, No. 7 in Lexington docket; See John Paul Jones, Mss., Lib. of Cong.; enclosed in Gunning Bedford Certificate of October 18, 1779.

216. Dandridge, American Prisoners of the Rev., 187; Paullin, Navy Amer. Rev., 407; Div. of Records, Navy Library, Class 3, Area 7, 1777-1778 and Class 2XD; Southern Literary Messenger, XXIV,-N.S.; III,-140; New England Hist. and Gen. Reg., XXXIII, 36-41; See Amer. Archives, 5th Series, III, 598, that shows Jacob Valentine was Marine Officer of the Mosquito on November 8, 1776; See also Benjamin, The U.S. Naval Academy, 18; With the Peace of 1783, Virginia disposed of all her war vessels except the Liberty and Patriot which she retained as revenue cutters, (Virginia Navy Papers, II; Paullin, Navy Amer. Rev., 416) with the consent of Congress as required by the Articles of Confederation (Journals of Cont. Cong., October 3, 1783). These two boats were still in the employ of the State in 1787. The Liberty saw more service than any other State or Continental vessel of the Revolution. She was in the employ of Virginia from 1775 until 1787. (Paullin, Navy Amer. Rev., 417).

217. In October, 1777, George Washington sent 100 sailors from his Army to Commodore Hazelwood (Washington to Hazelwood, October 28, 1777, George Washington Papers LIX, 7576).

218. George Washington Papers, LIX, 7560, shows Abel Morgan as Lieut. of Marines on frigate Washington abreas of Whitehill, on October 26, 1777.

219. Allen, Naval Hist. of the Amer. Rev., I, 241-246.

220. Pa. Mag. of Hist. & Biog., XLII, No. 164, July, 1819, 262.

221. See Clark, Naval Hist. U.S., II, 51, for information concerning "orders given by General Washington to scuttle the frigates in the River Delaware."; See als N. J. Archives, 2nd Series, I (Newspaper Extracts), 1776-1777, 493-496, for information concerning destruction of American vessels; on October 26, 1777, Lieutenant Abel Morgan, Sergeant Robert Dougheay, Private Benjamin Stewart and others were serving on the frigate Washingtom. (George Washington Papers LIX, 7560).

222. Journals of Congress; Leatherneck, February 26, 1921

223. N. J. Archives, 2nd Series, I, 521-522.

224. Out-Letters of the Marine Committee, I, 69, February 1, 1777.

225. Out-Letters of the Continental Marine Committe and Board of Admiralty, by Paullin, I, 171; See also Idem, 172-173 (Letter to John Deshon).

INDEX for CHAPTER V
Volume I.

AFLOAT AND ASHORE, 1778-1779

Chapter VI, Volume I,

History of the United States Marine Corps

By

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Officer-in-Charge
Historical Section

First Edition
JUNE 11, 1925

FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

The following form of citation is suggested if it is desired to cite, either in published works, or manuscript, any information contained herein:-

(McClellan, Hist.,U.S.M.C.,1st ed., I, Chap.6, p--)

CHAPTER VI

AFLOAT AND ASHORE, 1778-1779

The year 1778 opened with cheerful prospects. On the 27th of January, the Bluejackets and Marines, under Captain John Trevett, the Marine officer of the sloop Providence[1] (Captain Rathbourne) landed at New Providence, Bahama Islands and by strategy occupied the forts there.

The Providence was abreast the harbor of New Providence about midnight. Captain Rathbourne placed Captain Trevett in charge of the landing party consisting of 28 Marines and Bluejackets. "I had picked out my lambs!- better I could not wish - all smart and active except one lame," wrote Captain Trevett. "He said to me, 'I cannot run.' I said, 'you are the man I should choose.'"[2]

The men carried nothing ashore to eat or drink, but filled their "pockets with ball cartridges." The landing was made about a mile from Fort Nassau and a few minutes after the Marines heard the half-hourly call "All is well!" in the fort, they placed the scaling ladder near one of the embrasures and soon had the fort in their possession. Only two sentinels were in this fort, who were seized and explained the absence of troops in the forts. It was now two o'clock in the morning and Captain Trevett kept their presence unknown to the Governor and troops stationed in the town by continuing the half-hourly call of "All is well!" The remainder of the night was spent in placing

"some of the heavy pieces of cannon to point on the different streets of the town, and on the ships."

At day-break Captain Trevett set the "thirteen Stripes flying at the fort." This was the first time the Stars and Stripes "appeared over a foreign stronghold."[3] By the clever stratagem of marching from one point to another inside the fort at regular intervals, with the music blaring forth martial notes, the Americans created the belief in the town that they were more numerous than they were.[2] To strengthen this impression Captain Trevett requested an old Newport friend living in town to visit him so that he could use him to unwittingly spread this propaganda. Captain Trevett informed his friend that Biddle's Fleet was off Abaco and that Captain Trevett had 250 men with him. This information soon reached the Governor and other officials.[2]

Lieutenant Michael Moulton with two men, was sent through the town to capture the other fort and he succeeded without any difficulty. The ship Mary, and a brig in the harbor were next captured by clever bluff.

About 2:00 P.M., the Providence anchored, just before a British privateer started to enter the harbor, which the inhabitants warned off. The Americans in the fort ran up the "Yankee Flag" and took a pot shot at her, but the Britisher soon anchored beyond range of the American guns.

Captain Trevett next ordered Lieutenant Moulton to

spike his guns at the other fort, four miles away, and join him. The next morning the Governor sent emissaries to talk with Captain Trevett who informed them that Commodore Biddle had given him orders to take the forts and all war-munitions but to spare private property.[2] The Americans called the natives "Rabble of Colors" or "Black Beards."

That afternoon the British privateer landed men and guns, and other efforts were made to resist the Americans. Captain Trevett sent "one Jack Scranton, a Rhode Island young man," to "shin the flag-staff up to the head of the topmast," with orders to nail the flag to the mast. He next sent a message to the Governor that if the people did not disperse "in 15 minutes after the flag returned to the fort" he would "cannonade the town," with no quarter being given or asked. As he read this note the Governor could see Jack Scranton nailing the "Stars and Stripes" to the top of the flagstaff. Feeling that discretion was the better part of valor he ordered his forces to disperse.

That night all hands were busy getting the ammunition and warlike stores out of the fort on board the Providence. Then the guns of the fort were spiked.

One ship and a brig had been captured, two American schooners and 30 American prisoners had been released, and two forts had been dismantled, "all without any blood being shed."

Captain Trevett, with thirty men, was placed in command of one of the prize ships and the Providence and her prize, after a stormy passage, arrived safely in Bedford.[4]

Marines of the Effingham, under Lieutenant John Cokeley,[5] were with Barry in his spectacular capture of a British schooner off Fort Penn, near Philadelphia, about March 8, 1778. Barry's ship was off White Hill, N. J.,[6] above Philadelphia. Under orders of the Marine Committee he led a boat expedition of 28 men down the Delaware past Philadelphia, with muffled oars. He attacked and carried, by boarding, a man of war sloop, capturing six officers, ten soldiers and about a hundred seamen and Marines.[7]

The Marines of the Black Snake under Captain of Marines Hayes (a nephew of General Conway) and a junior Marine Officer, in this year, participated in some dramatic experiences around Portsmouth, Va., and in the Great Dismal Swamp.[8]

During an engagement with the British warship Yarmouth on March 7, 1778, the Randolph blew up.[9] Captain of Marines Samuel Shaw was her Marine Officer and was lost with her.[10] He had relieved Lieutenant Panatier de la Falconier who had voluntarily relinquished his commission on the Randolph.[11] A detachment of fifty men[12] from the First South Carolina Infantry (under Captain Joor and Lieutenants Grey and Simmons) was also serving on board the Randolph as Marines.[13] Other detachments of this regiment served as

Marines on board the General Moultrie,[14] Polly, Notre Dame, and Fair American, that were with the Randolph when she blew up.[15] Two days before this battle "Captain Blake, a brave officer, who commanded a detachment of the Second South Carolina regiment serving as Marines on board the General Moultrie" dined on board the Randolph with Biddle.[16]

On March 9, 1778, the Alfred and Raleigh were chased by the British ships Ariadne and Ceres. The Marine officers of the Alfred were Captain John Welch and Lieutenant William Hamilton (Hambleton).[17] Lieutenant Jabez Smith commanded the Marines on the Raleigh.[18] After having had a struggle the Alfred struck but the Raleigh succeeded in escaping.

The Boston sailed from Boston for France on February 13, 1778,[19] carrying John Adams, and three sons of famous men--John Quincy Adams, William Vernon and Jesse Deane--as passengers.[20] In addition to these important passengers, the Boston was conveying a treaty of alliance between America and France. On the 18th she fell in with three British frigates but "after the fatigue of chase of three days" they gave up the pursuit.

During this cruise Captain Richard Palmes commanded the Marine Guard of the Boston with Lieutenant William Jennison, jr., as junior officer.[21] Captain Palmes had joined the Boston from the Warren. On March 11, 1778, the Boston captured the British vessel Martha. "The drum

beat to quarters and in the meantime Mr. Adams seized a musket and joined the Marines, standing by a gun ready for battle."[22] Upon Tucker's hailing the Martha, she answered with a broadside, which shot away a piece of Mizzen yard of the Boston which fell on Tucker's shoulder and knocked him flat. As he gained his legs he "observed Mr. Adams among the Marines, with a musket in his hand, having privately applied to" Captain Palmes "for a gun, and taken his station among them. At this sight Captain Tucker became alarmed - for he was responsible for the safety of Mr. Adams - and walking up to the Ambassador desired to know how he came there? Upon which the other smiled and gave up his gun and went immediately below."[23]

Arriving at Bordeaux on April 1, 1778, the passengers disembarked the next day and on April 4th "Mr. Adams set off for Paris accompanied by Captain Palmes," and others.[23] Captain Palmes then acted as an officer-courier between the Boston and Paris.[23]

The Marine officers of the frigate Virginia, in 1778, were Captain Thomas Plunkett,[24] Lieutenant William Barney,[25] brother of the famous Joshua Barney (who was also on board) and Lieutenant Samuel Pownall. When the Virginia put to sea from Baltimore on March 30, 1778, Captain Plunkett was left behind on special duty.[26] The Virginia ran aground on the Middle Ground between the Virginia Capes on "All Fools Day," April 1st, and surrendered to three British frigates.

Lieutenant William Barney was exchanged at once[25] but Lieutenant Pownall was held as a prisoner until August, 1778[27] when he was exchanged for the Lieutenant of Marines of the British frigate Mermaid that had been captured July 28, 1778.[26,28]

On April 15, 1778, the Oliver Cromwell engaged the Admiral Keppel, while the Defence engaged the Cyrus. Both of the British letters of marque were captured by these vessels of the Connecticut State Navy. James Day,[29] "Capt. Mariens," of the Cromwell was mortally wounded.[30] Captain of Marines Joseph Squire commanded the Marine Guard of the Defence.[31]

Following Burgoyne's surrender in 1777, France openly declared war against England, and on February 6, 1778, the Franco-American Alliance was signed. France announced her Alliance with America in the spring of 1778.[32]

The French alliance brought to America that which was needed most - a sea power which would counter-balance that of Great Britain.

John Paul Jones was fond of Marines because of their value as Naval fighting men. Acting upon the advice of Robert Morris[33] he carried a large number of Marines on board the Ranger when he sailed on November 1, 1777, from Portsmouth, N. H., "having on board the despatches respecting the victory of Saratoga."[34] Mr. Morris wrote Jones that the extra Marines would "be useful and necessary in all"

Jones' "land excursions."[33] Captain Matthew Parke and Lieutenant Samuel Wallingford were the Marine officers on board the Ranger during this cruise.[35]

When the Ranger anchored at Brest (Quiberon Bay), France, the Stars and Stripes, on February 14, 1778, received the first salute ever fired in its honor by any foreign power (France).[36] However, in 1776, an American Schooner at St. Croix,[37] the Andrea Doria at St. Eustatius,[38] and in 1777 the privateer General Mifflin[39] at Brest, received salutes. Early in 1778 the flag of the Revenge was saluted by Spain at Cadiz.[40] These salutes, however, were not to the Stars and Stripes.[41]

After arriving in France certain officers of the Ranger became dissatisfied with Captain Parke having received a Captain's share of prize-money[42] - claiming that the Ranger only rated a Lieutenant of Marines. John Paul Jones had taken Captain Parke over on the Ranger as Jones sanguinely expected to get command of a frigate,[43] which would rate a Captain of Marines. All dissatisfaction was removed when John Paul Jones permitted Captain Parke to voluntarily return to the United States on board the Deane in February, 1778.[44] This left Lieutenant Wallingford in command of the Marines. After going into Brest to refit, John Paul Jones sailed from that part on April 10, 1778, on a cruise in the Irish Channel.[45]

The first important event in which the Ranger appeared

after the "saluting incident," occurred on the night of April 22, 1778, when a landing was made from the Ranger at Whitehaven, England, to burn the shipping. In the harbor were about "400 sail, some of them vessels of 250 tons burthen," wrote Jones,[46] who determined to take advantage of the ebb tide, when the shipping was dry, to destroy them. To effect this, "it was necessary to land about midnight," and seize a fort and a battery which defended the port. John Paul Jones in person led the landing party which was made up of thirty-one volunteers including Lieutenant Samuel Wallingford of the Marines.[46]

With this handful of men, in two small boats, Jones and Wallingford quitted the Ranger, at eleven o'clock at night, and rowed towards the harbor; but, it being farther off than was estimated, and the tide against them, day broke before a landing was effected.[46] They thus landed several hours later than Jones had anticipated and planned. This small force was divided into two detachments, Jones himself taking command of one and placing Lieutenant Wallingford in charge of the other. Lieutenant Wallingford's detachment was directed to set fire to the shipping on the north side of the harbor and Jones and his party proceeded to attempt the same on the south side. Each party had lighted candles and combustibles with which to set the ships afire. The fort and battery were taken and the guns spiked. Upon the two parties joining and comparing notes

it was discovered that no shipping had been set on fire by either detachment, as the candles had gone out before they could do so. A light was then obtained at a house "disjoined from the town," and a fire kindled in the steerage of a large ship which was surrounded by at least one hundred and fifty others, lying side by side, aground, unsurrounded by water. The Americans then returned aboard the Ranger.[46]

This expedition ashore from the Ranger caused great alarm along the whole English coast. Disraeli wrote that the descent at Whitehaven produced consternation all over the kingdom.[47]

After withdrawing from Whitehaven, John Paul Jones anchored the Ranger off St. Mary's Isle the seat of the Earl of Selkirk. Jones conceived the idea of making the Earl a prisoner for exchange purposes and sent a landing party ashore to secure that nobleman. Included in this detachment were some Marines commanded by Lieutenant Wallingford,[48] but an officer of the Navy was in command of the entire force.

Lady Selkirk in a letter to her husband wrote that "of the two officers, one was a civil young man [Lieutenant Wallingford] , in a green uniform, an anchor on his buttons, which were white. He came to the house in a blue greatcoat. He was but second, the principal one was in blue, no uniform, and seemed by nature a very disagreeable and one may say a bad man, had a vile blackguard look."[49] In

a letter to John Paul Jones, Lord Selkirk at Dumfries wrote that Lieutenant Wallingford "in particular showed so much civility and so apparent a dislike at the business he was on then that it is surprising how he should have been one of the composers of it."[50] Lieutenant Wallingford, however, was not, as has been stated, the senior officer present.[48] Lord Dare wrote Dr. Blane on May 27, 1778 that "Williansford [Wallingford] (the name of the under officer) took a pen and wrote 'this is to cert--' then found fault with the pen and said it was no matter for everybody would soon know they had been there."[51] No insult or injury was done, the party withdrawing upon ascertaining that the Earl was absent. Certain silver plate taken was later returned by John Paul Jones with a letter expressive of his regrets.

After these two notorious landing parties, at Whitehaven and St. Mary's Isle, the Ranger won a sensational victory over the British Ship-of-War Drake, on April 24, 1778. The small-arms fire of the Marines had a decisive effect on the result of the engagement. Lieutenant Samuel Wallingford was killed by a musket shot in the head.[52] John Paul Jones stated that "by his death the service has lost one of its most promising officers" and that he had "held great expectations of Mr. Wallingford."[53] The body of Lieutenant Wallingford was committed to the deep on April 25th.[48,54] The Log Book of the Ranger[55] shows that on October 19, 1778, the Officer-of-the-Deck "sent Lieut. Wallingford's trunks,

etc., ashore," at Piscataqua Harbor.

Soon after this battle John Paul Jones wrote to William Morris offering him the position as Marine Officer on the Ranger.[56] On May 26, 1778, Morris wrote Jones accepting and stated that he would "proceed to Brest as soon as possible."[57] Morris joined the Ranger in July, 1778[56] and served on her until she was captured at Charleston, S. C., May 12, 1780.[56] Lieutenant Benjamin Thompson also served on board the Ranger in 1778.

The Diary of John Adams under date of May 13, 1778, contains the following information about the Marines of the Ranger, when that vessel was in French waters: "After dinner, walked out with Captains Jones and Landais, to see Jones's Marines, dressed in the English uniform, red and white. A number of very active and clever sergeants and corporals are employed to teach them the exercises; manoeuvres and marches; after which, Jones came on board our ship. This is the most ambitious and intriguing officer in the American Navy. Jones has art and secrecy, and aspires very high. You see the character of the man in his uniform, and that of his officers and Marines, variant from the uniforms established by Congress - golden buttonholes for himself, two epaulettes, - Marines in red and white, instead of green."[58]

The Spy, of the Connecticut State Navy, was one of several vessels which was selected to carry to Benjamin Franklin the news of the ratification by Congress of the

French treaties of February, 1778. The Spy had the honor of reaching France first with this important message. On the return voyage the Spy was captured.[59]

During the period that the American Revolution was fought and won by the Americans, Haiti was under the French flag. Slavery existed in the Island, and France like all other European countries used her possessions in the Western Hemisphere as a financial resource in carrying out her foreign policy which at that time was arbitrarily formulated and conducted under the inspiration of that "Divine Right of Kings" theory against which the American Revolution was a successful protest and the French Revolution in 1789 a gesture in the same direction.

When d'Estaing sailed from Toulon, France, on April 13, 1778, it was not with the entirely altruistic and unselfish purpose of devoting his efforts to encourage democratic principles in the New World or in the supporting of the New Ideals. His master, Louis XVI, was heartily devoted to the Divine Right of Kings theory, and his real purpose was to weaken England. It is true that the American success at Saratoga, in 1777, was quite an incentive to the French to ally themselves with the winning side but the impelling thought was the use of the new and weak republic as a part of an Old World foreign policy, to bring about the downfall of Great Britain.[60]

Arriving in Haiti, d'Estaing placed on his transports

about 800 native Haitians all French subjects.[61] It is quite probable that these natives were impressed for this service. D'Estaing arrived in America and landed his forces, these Haitians fired shots at the enemies of the Americans during the Siege of Savannah in October, 1779.

The Providence sailed from the United States for France with despatches in May, 1778. She "arrived at Brest, from whence" the despatches were carried "to Paris by William Jones" Captain of Marines. "Captain Jones delivered the despatches and waited for others in return; after they were received on board, the frigate returned to" Boston.[62]

The American privateer Angelica, of Boston was captured on May 31, 1778, by the frigate Andromeda. Her officers and crew, including the Marines commanded by Captain Heathcote Muirson, (who had served as a Captain of Marines in Arnold's Fleet in Battle of Lake Champlain,[64]) Lieutenant Thomas Greenleaf were confined in Fortun Prison, England.[63] On July 21, 1778, he wrote to the American Commissioner in Paris, asking that he be exchanged.[65] Lieutenant Greenleaf escaped in August, 1778, and appealed to John Paul Jones for a job as "Marine Officer."[66]

One of the first nautical enterprises of the year 1779 occurred in the drawn battle between the American warship Hampden and an East Indiaman, in which Captain of Marines Pickering, of the former, was killed.[67]

"The year 1779 opens with the departure of the Alliance 32, for France." She sailed on January 11, of that year.[68] Lafayette was a passenger. A mutiny almost occurred on the cruise. Captain Peter Landais was to have been turned loose heavily ironed on the ocean in a "boat without food, water, oars, or sails." The "Marine officer [Captain Matthew Parke] and surgeon were to have been hanged, quartered, and their bodies cast into the sea." It was averted and on February 6, 1779, the Alliance anchored at Brest.[68]

On April 18, 1779, the Warren, Queen of France, and Ranger sailed from Boston on a cruise. When a few days from port they captured a British privateer. Shortly after they came up with nine sail of which they captured seven - the Jason, Maria, Hibernia, Patriot, Prince Frederick, Bachelor John and Chance.[69] The following officers of Marines served in this squadron: Warren, Captain William Nicholson; Queen of France, Lieutenant Abraham Van Dyke; Ranger, William Morris and Second Lieutenant Benjamin Thompson.[70]

On May 7, 1779, the sloop Providence captured the brigantine Diligent, (or Diligence), between Cape Charles and the Delaware Capes. Among the four American deaths was that of Lieutenant of Marines John Chilton;[71] ten other Americans were wounded.

The privateer Revenge, under Conyngham, sailed from the Delaware Capes in the Spring of 1779. "Mr. Lewis,

Captain of Marines" commanded her Marines. The Revenge was captured on April 27, 1779. The officers and crew were taken to New York, lodged in the condemned dungeon for 14 days, taken to a ship in the "hang-man's cart" and then sent to England. They were "kept in the coal hole on bread and water for the passage."[72]

The reduction of East Florida was contemplated more than once by our Naval Fathers of the Revolution. Late in 1778 plans were laid for a combined military and naval attack on East Florida. On November 10, 1778, Congress offered to give its share of any captures by the galleys of Maryland and Virginia if they would participate in an expedition to reduce East Florida. Captain John Barry was selected to command the naval contingent, including the Marines, and General Lincoln, the Army.[73]

Then on January 15, 1779, Congress resolved that "considering the danger and risk of a sea voyage at this season, the impracticability of manning in time, and the probable difficulty of supplying the Maryland galleys with provisions during the blockade, the design of employing them be laid aside."[74]

Captain James Cook, the famous British navigator, discovered the Hawaiian Islands during this war, in 1778, and named them Sandwich Islands.[75] Although his country was at war with the United States, his voyages were made without any risk of interference from the Americans because Benjamin

Franklin issued a curious sort of a passport in the form of a proclamation to all American vessels not to attack or interfere with Captain Cook.[76] John Ledyard, a native of Massachusetts, was an enlisted man in the Marine Guard of Captain Cook's ship the Discovery and was with Cook when he was killed by the Hawaiians at Kowrowa, July 14, 1779.[77]

Two operations were planned for the year 1779, which would have included expeditionary forces of Marines. However, they were both abandoned to the great disappointment of the Sea Soldiers. On April 19, 1779, the Marine Committee approved a plan of the Navy Board of the Eastern Department to intercept Hudson Bay vessels and "perhaps surprise and carry their factory." The Marine Committee stated that "the vessels we think should have their full complement of Marines."[78] The plan was disapproved before it was carried into effect,[79] and completely abandoned by November, 1779. In the Fall of 1779 Washington and Count D'Estaing planned to attack Nova Scotia and Newfoundland. The Continental Fleet at Boston was to render them what assistance it could. This expedition was also abandoned.[80]

Captain John Manley received his commission as commander of the privateer Jason on June 2, 1779. On June 19, 1779, he sailed from Boston for Portsmouth, N. H., where he picked up Lieutenant John Frost and some of the crew.[81] The majority of Manley's Marines on the Jason[82] had been cavalry under General Burgoyne, who was also Colonel of the

16th, or Queen's Regiment of Light Dragoons, the same troopers who had exercised in the Old South Church.[83] Colonel Field writes that "when the Jason of Boston was captured by the Surprise of 28 guns in 1779, she was found to have on board no less than 31 troopers who had served in the British Cavalry under General Burgoyne and who were now acting as American Marines."[84]

While the Marines reached their high tide of success on shore at Trenton and Princeton and before that achieved a bloodless victory in the Bahamas, the Battle of Majarbiguyduce[85] in Penobscot Bay is placed high in the chronicles of the Marines - for that gallant three hundred added to the traditions of the Marines despite the failure of the expedition to accomplish its mission. As at Bladensburg in the Second War with Great Britain and at Fort Fisher in the Civil War, leadership was not forthcoming.[86]

It is not a pleasant work to record failures, and sympathetic modesty urges that no contrast between the results of the expedition and the splendid achievements of the Marines should be presented. But notwithstanding all this, history already has drawn a picture in which disastrous defeat is relieved, just a little bit, by the gallantry and steady discipline of the Marines. The Expedition was smashed but the Marines are proud of their part.[87] A participating officer wrote that "there was not a more brilliant exploit than this during the war."

Expeditionary duty, which since then has been so important a Marine activity, had its real beginning with this and the expedition of Captain Samuel Willing already mentioned.[88]

The British in June, 1779, established a fortified naval station at the present location of Castine, Maine. Massachusetts decided to expel the intruders at her own expense. Here we have an example of the difficulties the new nation had to overcome in welding the thirteen sovereignties into one as it is today. So great was the State pride of Massachusetts and her jealousy of the Continental Government that she refused to have even one federal soldier in the expedition.[89] However, transportation was essential and three Continental vessels - the Warren, sloop of war Providence, and Diligence,[90] - were solicited from Congress, together with about 300 Continental Marines. Massachusetts supplied the Tyrannicide, Active, Hazard,[91] and thirteen hired vessels.

The plans called for a land force of 1,500 militia, but only 1,000 materialized and many of them were poor physical specimens.[92] Brigadier General Solomon Lovell, of the Massachusetts Militia commanded the soldiers, with Lieutenant Colonel Paul Revere,[93] the hero of the "famous Ride," as chief of artillery. Captain Dudley Saltonstall[95] in addition to commanding the Warren was in control of the naval forces. Among the Marine Officers were Captain John

Welsh[94] on the Warren; Captain Davis; Captain John Carnes on the Putnam[98] and Lieutenant William Downe on the Tyrannicide.[95] Undoubtedly there were others.

The fleet arrived in Penobscot Bay at about 7:00 p.m., July 24, 1779. It was calm and at about 10:00 p.m., the vessels anchored and a detachment of Marines under Lieutenant of Marines William Downe, of the Tyrannicide, went ashore on Fox Island. They "pretended to be British sailors" belonging "to the Brig Hope." Several of the inhabitants were taken back to the ships.[99] The militia on July 25th tried and failed, to land. The Active, Tyrannicide and Sally covered this attempt to land, Captain Hallet of the Active reporting that "the troops made an attempt to land, but left the shore in a very short time, the reason unknown to me."[101]

A council of war was held on board the Warren on July 26, 1779.[100] After discussion and deliberation it was "concluded that the Marines under command of Captain Welsh should land and take possession of the Island [Banks] in the entrance of the River;" that the landing would "be covered by armed vessels," one "of which upon the lodgement of the Marines," would "hoist English colors at main topgallant masthead," and in case the Marines needed assistance "a white flag" was to be hoisted at the same masthead. The plan also included "the first Division of the Land Forces feigning to land with the Marines, but as soon as the Marines" should "appear to be lodged on the Island."

it was to "fall up the river and land on the opposite side of the Peninsula."[97]

The plan was carried into effect that day. The Marines of the various vessels were formed into a provisional battalion, landed and supported by General Wadsworth's division of militia occupied Banks Island.[97]

General Lovell, on the 27th, returned his thanks to the commanding officers of the ships "for their spirited assistance they afforded the Marines in covering their landing, and the Officers of Marines, who so nobly and with such alacrity made good their landing," on Banks "Island and more particularly for their forcible charge on the enemy which occasioned their precipitate retreat and the acquirement of two pieces of cannon."[104]

A council of war was held on the Warren on the 27th. Commodore Saltonstall stated he would "furnish 227 Marines, officers included," for further operations and that "Captain Hacker, with the Defence and Pallas" would "defend the Island taken" the day before "by the Marines." The naval officers agreed to leave the "place or places" for the landing to be made to the "officers of the Army and Captain Welsh," of the Marines.[102]

Early on the morning of the 28th, about two hundred Marines and a number of the militia were ordered ashore. No landing could be effected except in the southwestern head of a peninsula which was described by General Lovell as being

"100 feet high and almost perpendicular, very thickly covered with bushes and trees." The force landed in three divisions," with Captain Welsh, Captain Carnes and Lieutenant Downe leading "the Marines on the right." The "enemy's greatest strength lay upon our right, where the Marines landed." The Americans lost about thirty killed and wounded, the Marines suffering the most as they forced their way up the precipice. "The party that ascended the hill and put the Britons to flight were chiefly Marines, consisting of about one hundred; the Captain of Marines [Welsh] and eight privates belonging to the Warren were killed."[103] The attack was carried to within a hundred rods of the enemy's main fort which was on commanding ground. Paul Revere reported that this fort "was as high as a man's chin" and "built of square logs."[105]

Clark describes this landing as "under a height which rose almost perpendicular from the bank of the river; on the summit of which the enemy's advance guards were placed under cover of a woods;" that "the Militia and Marines advanced against about their own number of Scotch regulars, with an intrepidity that would have done honor to veterans, and drove the enemy within their works. Our loss was severe. Several officers of merit were slain, and about 100 private men of the militia and Marines killed and wounded."[106]

Another attack was made on the first of August. General

Lovell ordered the troops paraded on that date to storm a battery, in the following order: "The Marines under Captain Carnes on the left; the seamen on the right; and the Militia under Colonel McCobb, in the center, the whole commanded by General Wadsworth." The attack was successful. General Lovell returned "his sincere and cordial thanks to the brave officers and soldiers both in the Land and Marine Departments for their very spirited behavior in attacking and carrying the enemy's Redoubt this morning."[105]

A skirmish occurred on the 7th and four days later a more serious engagement. On this date, the 11th, the Americans again attacked. The Marines were under Captain Davis, Captain Carnes and Lieutenant Downe. The latter reported that he landed "with twenty-five as good Marines as ever walked a vessel's deck," and that on his "arrival on shore" he "found about one hundred and twenty Marines in all, commanded by Captain Davis." The militia proved unreliable and the operation ended dismally.[105] This condition of affairs brought forth some sharp words from General Lovell, who, on the 12th "harangued the Troops in Orders, which harangue" reported Adjutant General Jeremiah Hill, "may be seen in the Order Book."[105]

The troops moved to attack the enemy on the 13th, but the arrival of the enemy's fleet raised the siege.[104]

At noon on August 14th "a signal was made for the whole fleet to shift for themselves," and at "six o'clock in the afternoon a number of transports were set on fire."[108]

Councils of war of the land and naval officers were held. Indecision, lack of leadership[107] - these, instead of the formulation of plans and a determined offensive, found the Americans in a sad plight when a British fleet sailed into the harbor on the 14th of August. The Americans were immediately embarked and the vessels retreated, closely pressed by the British, up the Penobscot River. The vessels were beached and set on fire, and as Lieutenant Downe sadly wrote "our most sanguine hopes of expectation of conquest ended with the general conflagration of our fleet."[109] The Soldiers, Bluejackets and Marines found themselves in the center of the wilderness, about 270 miles from the nearest settlements on the Kennebec. Fortunately it was summer and the Indians were friendly or very few ever would have survived.[109] Very little information about casualties is available but Captain Welsh was killed.[110] "The Captain of Marines and 8 privates belonging to the Warren were killed."[111]

"In 1779 a Continental sloop aided a Spanish fleet in capturing Mobile."[112]

On August 2, 1779, the Deane (or Hague) and Boston started a short cruise and captured six prizes including the Sandwich, Glencairn, and Thorn.[113]

Quitting the American seas, we shall once more return to the other hemisphere. When the Ranger was ordered home, John Paul Jones remained in France, and was eventually placed in command of a squadron of vessels consisting of the

Bon Homme Richard, Alliance, Pallas, Cerf, Vengeance, and two privateers, the Monsieur and the Granville. The Alliance was the only American-built vessel,[114] the others were foreign-built, purchased or borrowed for the occasion and all the vessels and the squadron carried the American Flag. The laws and regulations of the American Navy were to govern. John Paul Jones[115] stated that "all the officers of the squadron received from me (with the consent and approbation of Mr. Franklin) Brevets, that had been signed and sent blank to Europe by Mr. Hancock, as President of Congress."[116]

When John Paul Jones took over the old East Indiaman, Duc de Duras, renaming her the Bon Homme Richard in honor of Benjamin Franklin, he recruited his crew, including Marines from all nationalities. He received one hundred and fifty Americans, however, in his crew of about three hundred and eighty officers, Bluejackets and Marines. Of the officers, twenty-four were Americans, two Frenchmen, and six British. Of the crew only fifty-five were native born Americans, while the others were British, Irish, Portuguese, Malays, Filipinos, Maltese, etc.[117] There were 137 Marines on board. The plans of John Paul Jones as expressed by him on January 21, 1779, were "to embark a body of 400 high-spirited and well-disciplined troops exclusive of the complement of seamen and Marines."[118] Cooper wrote that "these soldiers or Marines, were recruited at random

and were not much less singularly mixed, as to countries, than the regular crew."[119]

On August 11, 1779, Jones wrote to Gabriel de Sartine, the Minister of Marine, that "my crew now in this ship consists of 380 officers, men and boys, inclusive of 137 Marine soldiers."[119] "Most of the under-officers, seamen and Marines, were of the French Navy" on the Bon Homme Richard[120] but some of the Marines were Americans.[121]

On board the Bon Homme Richard the Marine Detachment was commanded by Captain Edward Stack,[122] his subordinate officers being Lieutenants Eugene MacCarthy[123] and James Jerry O'Kelly.[124] On the Alliance were Captain Matthew Parke, First Lieutenant Thomas Ellenwood,[125] and Second Lieutenant James Warren.[125] Maurice O'Connell was Captain of Marines on board the Pallas.[126]

The first design of this expedition was an attack on Liverpool. General Lafayette, with 650 dragoons and soldiers, was to embark in the ships. These added to the Marines already on board would form a splendid expeditionary force. Jones was to command. He carefully arranged this so as to avoid "split command." The intention was to sail directly for the Mersey and after having laid that great shipping port either in ashes, or under ransom, put back to France, before the alarm could be given. Before these arrangements could be completed conditions in France necessitated the abandonment of the land attack.[127]

On August 14, 1779, at daybreak, the squadron sailed from the Road of Groix. The Alliance, Le Monsieur, Le Granville and Cerf soon left him.[128] After capturing severa prizes, Jones learned that the Scottish capital, Edinburgh and Leith were totally defenceless. In his narrative Jones wrote: "I now distributed red clothes to my men, and put some of them on board the prizes, so as to give them the appearance of transports full of troops." A sudden tempest, however, drove Jones out of the Firth of Forth.[129] Sir Walter Scott, who in the city at the time as a young lad, tells us, in the introduction to Waverly, that "a steady west wind settled the matter by sweeping Paul Jones and his vessels out of the Firth of Forth."[129]

Jones fell in with the English frigate Serapis on September 23, 1779. The Marines played a most prominent and decisive part in this battle, which resulted in the capture of the British vessel and the sinking of the Bon Homme Richard.[130] According to Nathaniel Fanning, ten Marines were in the Main Top, ten in the foretop, six in the mizzen top, and the remainder on the quarter-deck with John Paul Jones. Twenty French Marines were on the poop.[131] Captain Stack "was in command of the Main Top and was, for his highly efficient services" "specially mentioned in his commanding officer's report."[132] The Marines "guarded the line of boys passing cartridges from the magazines up to the guns of the upper deck,"[133] this happen-

ing in an extremely exposed part of the ship; stationed in the tops[134] they cleared the enemy's tops and kept the decks of the Serapis clear of the enemy,[135] and they took part in the final victorious boarding. Hand grenades were freely used and one thrown from the main-yard of the Bon Homme Richard fell among a large quantity of powder on the main-deck of the Serapis and produced a most horrible explosion.[136] Lieutenant MacCarthy was twice wounded.[137] In this battle the Marines lost about sixty-seven of their number in killed and wounded. Marines suffered out of proportion to the rest of the crew.[138]

While the Alliance, Pallas, and Vengeance, were present, they rendered very little assistance to the Bon Homme Richard in her fight with the Serapis. In fact the Alliance was a menace.[139] The Pallas, however, in a separate engagement captured the Countess of Scarborough, the Serapis' consort.[140] Two days after this battle, despite every effort to get her into port, the Bon Homme Richard sank. Jones then proceeded in the Serapis to the Texel in Holland,[141] arriving there October 3, 1779.[142] Captain Pearson of the Serapis was knighted.[143]

John Paul Jones in October, 1779, resided at a public hotel in Amsterdam "attended by his Captain of Marines and Second Lieutenant of ship."[144] Jones removed the wounded [prisoners] to the fort on the Texel and placed sentinels over them.[145]

The Dutch were very friendly to Jones in November, 1779, while he was lying at The Texel in Holland.[146] An European statesman under date of the 19th of that month, wrote that "the Dutch seem at present entirely to disregard Great Britain" as "they allow Captain Paul Jones to refit his little squadron, and give him every assistance possible; nay he is even allowed possession of a small fort in The Texel" where "his own Marines constantly mount guard and Continental Colours are hoisted."[147] Jones moved his "wounded to the fort on the Texel, having permission to place sentinels to guard them, to raise the drawbridge at his pleasure and remove his prisoners if he saw fit."[148]

This victory brought forth a vote of thanks on April 14, 1781, from Congress that included the Marines in its general terms.[149] The rarest medals ever struck off were those which Congress authorized Thomas Jefferson at Versailles to have struck after this historic victory.[147]

The Marines participated in our Naval Affairs on the Lower Mississippi and Gulf of Mexico. The Spanish flag flew over New Orleans. In 1776 a number of American merchants living at New Orleans sent a supply of war munitions to western Pennsylvania. The most enterprising of these Americans was Oliver Pollock who received an appointment as commercial agent from Continental Congress.[150] Early in 1777, New Orleans was opened with certain limitations to American war vessels and their prizes.[151] Pollock received

blank commissions from Congress for officers in the Continental Navy and on board Privateers.[152]

Captain James Willing proved of great assistance to Pollock. Having received permission from Congress to enlist a Company of Marines[153] for duty in the territory under Pollock, Captain Willing left Pittsburgh on January 10, 1778, in an armed boat christened the Rattletrap.[154] This was the first expeditionary service of Marines. Having arrived at New Orleans in March, Captain Willing reported to Pollock and later captured a small British vessel at Manchac.[154] He concluded an agreement between himself and the inhabitants of "the Natches, a British settlement in West Florida," regarding neutrality.[155] Captain Willing sent his troops back to Pittsburgh, in 1779, under command of Lieutenant Robert George,[156] who placed them under the orders of Brig. General George Rogers Clark.[154] Captain Willing himself proceeded to Mobile where he was captured by the British, sent North and eventually exchanged,[154] for Mr. Nicholas Ogden.[157]

Pollock commissioned the Reprisal, a captured vessel, as a privateer and renamed her the Morris. A full complement of officers and crew including Marines was placed on her, but she was destroyed by a hurricane before she could meet the enemy.[158]

On September 10, 1779, another of Pollock's schooners (Pikle) captured the British privateer West Florida.[159] She was put in the American service, her crew including

Marines. On September 21st, she captured a small British settlement on the north side of Lake Pontchartrain.

The Louisianians have every reason to be proud of the history of their territory during the period of the American Revolution. True, they served under the Spanish flag but they were Americans as certainly as were the English colonists on the Atlantic seaboard and their efforts contributed towards the securing of American independence.[160]

Galvez became the Spanish Governor of Louisiana in 1777 and his name is famous in the history of the State of Louisiana because of his brilliant military and naval successes against the British posts during the Revolution. France, the ally of Spain, having recognized the independence of the United States, that country in 1779 declared war against Great Britain. Galvez at once planned to capture the British posts at Bayou Manchac, Baton Rouge and Natchez. The 1,430 men in his army included nine American volunteers led by Oliver Pollock, "the Agent of the American Congress," eighty free colored men, 160 Indians, and some Acadians who, of all the volunteers, were most bitter against the British. Provisions, ammunition and artillery were transported in a small schooner and three gunboats while the army marched on the banks of the river. Fort Manchac was captured September 7, Baton Rouge on September 21, 1779. With Baton Rouge fell Fort Panmure at Natchez.[161]

Mobile was next captured in March, 1780.[162] On January 20, 1780, Pollock ordered the West Florida to sail for Philadelphia. Enroute she assisted Galvez to capture Mobile, and then proceeded to Philadelphia where she arrived about June 1, 1780.[163] Pensacola fell in April, 1780.[164] While these operations were not under the American flag it would appear that the Franco-Americans and Spanish-Americans who participated in them assisted the American cause as much as our French allies. Not only were they Americans but their descendants have always been Americans.[165]

The frigate Providence (Lieutenant Zebediah Farnham), Boston (Captain Seth Baxter, First Lieutenant Jeremiah Reed, Second Lieutenants William Cooper and William Jennison)[166] and Ranger (Lieutenant William Morris)[56] sailed from Nantasket Roads on November 23, 1779, and after the capture of the privateer brig Dolphin,[56] arrived at Charleston, S. C.

NOTES.
CHAPTER VI

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1. Out-Letters of the Marine Committee, I, 280, II, 323; Biog. Cyc. of R.I., 147, shows he was "Commander of Marines" on Providence; Muster Roll of Providence in Archives of Shepley Library, Providence, R.I.; Journal of John Trevett (R.I. Hist. Mag., VII, 38-45, 151-160) 159, shows that this was the Providence that was destroyed in the Penobscot Expedition in 1779; National Intelligencer, November 19, 1823; See also Frost, Book of the Navy, 38-40; Clark, Naval Hist. U.S., 74-76, citing Penna. Packet, March 25, 1778; Gordon, Hist. Amer. Rev., III, 87-88, gives but a brief account of this exploit; Janson, Stranger in America, 159.

2. Biog. Cyc. of Rep. Men of R.I., 1881, 147; See also Journal of John Trevett (R.I. Hist. Mag., No. 7, F-76-R35); Muster Roll of Providence in Shepley Library, Providence, R.I.; Captain Trevett had been transferred from the Andrea Doria to the sloop Providence as "Commander of Marines" in 1776, the Muster Roll carrying him as "Captain of Marines." Prior to his service on the Andrea Doria he had served on the Columbus and in Captain Nicholas' landing force when New Providence, in the Bahamas, was captured in 1776.

3. Harper, Encyc. U.S. Hist., III, D-F; See also Greenwood John Manley, 88.

4. On June 10, 1778, James Warner and John Deshon at Boston wrote Wm. Vernon at Providence, R.I., that "if any Lieut. of Marines is with you please to give the like orders and let us know forthwith," [to join sloop Providence at Bedford]; Pub. of the R.I. Hist. Soc., VIII, 245-247.

5. Out-Letters of the Marine Committee, I, 216 (To Captain John Barry, March 11, 1778).

6. Griffin, Commodore John Barry, 28-29.

7. Clark, Naval Hist. U.S. (1814), I, 60; Cooper, Sketch of John Barry, in Graham's Magazine, XXV, 1844, No. 6, 267-271; Griffin, Commodore John Barry, 32; Let. Wm. Ellery to Wm. Vernon, March 16, 1778 (R.I. Hist. Soc., N.S. VIII, 221); Pub. of the R.I. Hist. Soc., VIII, January, 1903, No. 4, 223-224; Frost, Book of the Navy, 44.

8. Narrative of Lieutenant Luke Matthewman of the Revolutionary Navy, published in Mag. of Hist., 1878, 177 et seq.

9. Putnam, American Naval Heroes in Rev., 67.

10. Sweeney's List of the "Treasury Dept., Auditor's Office," dated "March 18, 1794."; D.A.R. Mag., January, 1922, July, 1923; List of Marine Officers in Amer. Cath. Hist. Res., N.S. III, 105-113, shows Captain Samuel Shaw "lost in the Randolph."

11. Papers of Cont. Cong., Letters B, 78, II (Biddle to Robert Morris, September 1, 1777).

12. Clark, Naval Hist. U.S. (1813), 31; Clark, Naval Hist. U.S., I, 77; Putnam, Amer. Nav. Heroes in Rev., 65.

13. Memoirs of Captain Biddle, II, 290; A Gen. View of the Rise, Progress & Brill. Achievements of the Amer. Navy To October 20, 1827, 24-27; Frost, Book of the Navy, 41; Clark, Naval Hist. U.S., I, 77; Garden, Anecdotes of the Rev. War, 223; "A detachment of fifty men from the First Regiment of South Carolina Continental Infantry was ordered to act as Marines on the Randolph. The regiment was then commanded by Colonel, now Genera Charles Cotesworth Pinckney, who, with his officers an soldiers would have done honour to any service. Such says our informant, himself a gallant officer of that regiment, was the attachment which the honourable and amiable deportment of Captain Biddle had impressed dur ing his stay at Charleston, and such the confidence in spired by his professional conduct and valour, that a general emulation pervaded the corps to have the honou of serving under his command. The tour of duty, after a generous competition among the officers, was decided to Captain Joor, and Lieutenants Grey and Simmons, who gallant conduct, and that of their brave detachment, d justice to the high character of the regiment." (Olive Oldschool, The Port Folio, II, October, 1809, 290-292)

14. Captain Blake of the Second South Carolina Regt., acte as Marine Officer.

15. Clark, Naval Hist. U.S. (1814), I, 77; Memoirs of Capt Biddle, II, 290; See Naval Institute Proceedings, September, 1912, for reference to this battle; D.A.R.

16. Mag., July, 1916, 88-90; "A General View of the Rise, Progress & Brilliant Achievements of the American Navy To October 20, 1827," 25; Frost, Pictorial Hist. of the Amer. Navy, 99; Oliver Oldschool, The Port Foli II, October, 1809, No. 4, 290-292; Naval Inst. Proc., September, 1917, 2,000; Rogers, New Amer. Biog. Dict., 60; Thomas Wilson, Amer. Mil. and Naval Heroes, I, 79-80.

17. Mass. Rev. Arch., CC, 312½ publishes a letter of Captain Elisha Hinman dated February 12, 1779, showing that these two officers had escaped to France from England; New Eng. Hist. and Gen. Reg., XXXIII, 36-41 shows them in Forton Gaol on July 18, 1778.

18. Mass. Rev. Arch., CC, 295, publishes a letter from William Vernon asking that Lieutenant South who was on parole be exchanged.

19. Memoirs of J.Q. Adams, II, 4; D.A.R. Mag., July, 1923, 409; See also Wharton, Dip. Corr., II, 545.

20. Pub. of the R.I. Hist. Soc., VIII, 199.

21. Pa. Mag. Hist. & Biog., XV, 10; Index-Digest in Navy Archives of Correspondence of Treasury Department, on Naval Affairs.

22. Life of Samuel Tucker, 81, 285; Principles and Acts of the Revolution, 487.

23. Life of Samuel Tucker, 93-94, 285; Principles and Acts of the Rev., 487; Works of John Adams, III, 119-120; Log Book of Boston; Reference is made to this battle in Southern Literary Messenger, XXIV, N.S. III, 16; See Life of Samuel Tucker, 342, for certificate dated July 14, 1778, of six French Marines that they had been fairly treated on Boston; On April 1, 1778, Tucker reported to the American Commissioners his arrival at Bordeaux after a fatiguing passage of 42 days and that he was sending by Captain Richard Palmes, of the Marines, a copy of his Instructions and Signals. (Franklin Papers, Amer. Philo. Soc., Philadelphia, IX, 1, and Calendar I, 386); The Diary of John Adams under date of March 14, 1778, published in Works of John Adams, III, 108-109, states that the Boston "spied a sail, and gave her chase, we soon came up with her," on the tenth. "She was a letter of marque with fourteen guns, eight nines, and six sixes. She fired upon us, and one of her shot went through our mizzen yard. I happened to be upon the quarter deck, and in the direction from the ship to the yard, so that the ball went directly over my head. We, upon this, turned our broadside, which the instant she saw, she struck. Captain Tucker, very prudently, ordered his officers not to fire." A note to this statement stated that it was to this incident that Mr. Sprague, in his Eulogy of Adams and Jefferson, referred in the following anecdote: "Discovering an enemy's ship neither Commodore Tucker nor Mr. Adams could resist the temptation to engage, although against the dictates of prudent duty. Tucker, however, stipulated that Mr. Adams should remain in the

23. (Continued)
lower part of the ship, as a place of safety. But no sooner had the battle commenced, than he was seen on deck, with a musket in his hands, fighting as a common Marine. The Commodore peremptorily ordered him below; but called instantly away, it was not until considerable time had elapsed that he discovered this public minister still at his post, intently engaged in firing upon the enemy. Advancing, he exclaimed, 'Why are you here, sir? I am commanded by the Continental Congress to carry you in safety to Europe, and I will do it;' and, seizing him in his arms, forcibly carried him from the scene of danger."; This incident as quoted was republished in the Daily National Intelligencer, Washington, D.C., August 29, 1826, 3, from the Salem Gazette; On another date it was published in the same paper from the Richmond Whig: The Daily National Intelligencer, September 16, 1826, 3, published the following extract of a letter received from Commodore Tucker by a gentleman in Bath, Maine: "We fell in with a very large armed ship, though not a cruiser. She, however, soon appeared in a posture of engaging, and having our ship in readiness, with the men at their quarters, it became my duty to give Mr. Adams such information as was necessary. He followed me on deck where we conversed a few minutes on the subject of taking the ship, and after listening a moment or two to my entreaties for his safety, took me by the hand with a God bless you and descended the gangway ladder into the cockpit. I stepped after, and coming alongside the ship, hailed. His answer was a broadside and he immediately struck his colors before I could, to good advantage, discharge a broadside into him. Being very near, and in such a position that the smoke blew directly over our ship, while looking around on the quarter deck, observing the damage we had sustained from his fire, I observed Mr. Adams among my Marines, accoutred as one of them, and in the act of defence. I then went to him and said, 'my dear sir, how came you here?' With a smile he replied, 'I ought to do my share of the fighting.' This was sufficient for me to judge of the bravery of my venerable and patriotic friend Adams."; See also Journal of American History, III, 3rd quarter, 1909, 437; Abbot, Naval Hist. U.S., 121; Life of John Adams, I, 390-391.

24. See Note 148, Chapter V.

25. Scharf, Hist. of Md., 203; Mrs. Mary Barney, Joshua Barney, 67; Records Columbia Hist. Soc., XIV, 84; "Fevret de Saint Memim Coll. Portraits," 29, states he was a brother of Commodore Barney, served in Army in War of 1812, and kept a hotel in Georgetown, D.C.;D.A.R. Mag., July, 1923, 409; Nav. Inst. Proc., July-August, 1916, 1242.

26. Out-Letters Marine Committee, I, 220 (To Col. John Beatty); Nav. Records of the Rev. (Marine Committee to Plunkett), 69.

27. Out-Letters Marine Committee, I, 281.

28. Clowes, Royal Navy, IV, 16.

29. New London Hist. Soc., I, Part 2, 50, "Capt. James Day of the Marine being mortally hurt dying the day after the battle"; See Coll. Conn. Hist. Soc., VIII, 244-245.

30. Caulkins, Hist. of Norwich (Conn.), 404; New London Hist. Soc., Part 2, I, 50; Idem, I, Part 4, 41, states "Captain James Day of the Marines being mortally hurt dying the day after the battle;" New England Mag., February, 1907, 714-724.

31. See Coll. Conn. State Lib., Hartford, IX:157b, 159c; IX:134a, 135b; IX:155 for information about Private Henry Arnold who served on Oliver Cromwell; See Idem, XXXI:87a, for service of Private Asa Lyman on Oliver Cromwell; See Id., IX:248-251, for reports of Captains Smedley & Captain Parker of capture of Admiral Keppel & Cyrus; See Idem, IX:120 for Pay Order for Eliphalet Roberts, August, 1776, on board Oliver Cromwell; Pay Order for Ephraim Bill, September, 1776, on Oliver Cromwell in Coll. Conn. State Lib., Hartford, IX:123a; Idem, IX:154 gives Eliphalett Roberts' account of expenses in listing, etc., September, 1776-April, 1777; Idem, IX:130, is Governor Trumbull's letter asking for an account of seamen and Marines to know if any can be released, February 22, 1777; Captain Coit's report to the Governor of the number of men needed dated February 24, 1777, states that the Oliver Cromwell would be ready for a cruise in about 15 days (Idem, IX:131); Idem, IX:132, shows letter by Eliphalett Roberts showing his uneasiness at management of the ship & that the 1st lieutenant did not want any advice, states "Some one gentleman has done all the mischief"; Records of dismissal of Michael Melally from office of 1st lieutenant on Oliver Cromwell on March 14, 1777; See Collections Connecticut State Library, Hartford, IX:138; For list of officers, Marines and seamen belonging to the Oliver Cromwell, See Id., IX:133, 134, 135, 136; For list of men enlisted by Eliphalett Roberts, September, 1776-January, 1777, See Id., IX:155; For Pay Rolls of the Oliver Cromwell, See Id., IX:243; XXXI:86, 87; XXXI, 88, 89b.

32. See Treaties and Conventions, 1889, 308.

33. Out-Letters Marine Committee, (Morris to Jones, February 1, 1777), I, 69; Paullin, Navy Amer. Rev., 175.

34. Wharton, Diplomatic Correspondence, IV, 288-290 (Jones to Sec., Board of Ad., March 13, 1781).

35. See Notes in Chapter III, where Jones recruited for the Ranger; also Notes 43, 44, 45, of this Chapter; See also Notes 48 and 52 of this Chapter; Buell, John Paul Jones Founder of the American Navy, is thoroughly inaccurate, and II, 339-342, is no exception; Jones' Correspondence with a certain Major Frazier, (John Paul Jones Papers, letter, Jones to Frazier, July 15, 1777; John Paul Jones Papers, I, letter, Jones to Robert Morris, July 28, 1777; John Paul Jones Papers, II; Frazier to Jones, July 26, 1777; John Paul Jones Papers, letter, Jones to Robert Morris, October 30, 1777; John Paul Jones Papers, II; John Paul Jones Papers, letter, Jones to Robert Morris, December 11, 1777; John Paul Jones Papers, II, letter, Jones to Frazier, July 26, 1777; Nat. Geog. Mag., XXXII, No. 4, 301) indicated that he also probably acted as a volunteer Marine Officer without commission on the cruise to France; Jones "named one single officer, Captain Parke, of the Marines." (DeKoven, J.P. Jones, I, 281-282).

36. Sherburne, John Paul Jones, 43; The Southern Literary Messenger, XXIV, 19-20, refers to Stars and Stripes raised on the Ranger at Portsmouth, N.H., in 1777; See A.&.N. Register, September 30, 1905, 17, describing the unveiling of a monument on September 23, 1905, on the site of the Landgon Shipyard on Badger's Is., where Ranger was launched on May 10, 1777. Ranger carried despatches of Burgoyne's surrender and on February 14, 1778, received "the first salute to the Stars & Stripes; Niles Weekly Register, II, No. 41, 249; June 13, 1813; Putnam, Amer. Naval Heroes, War of Rev., 95; Perkins, France in Amer. Rev., 244; "A General View of the Rise, Progress and Brilliant Achievements of the American Navy to October 20, 1827," 39; The Standards, Flags and Banners of the Pa. Soc., S.A.R., 10; Clowes, The Royal Navy, IV, 11; Mackenzie, Life of Paul Jones, 54-55; Hamilton, Life of John Paul Jones, 52; Sherburne, Life of Paul Jones, 37; Cooper, Lives of Distinguished American Naval Officers, II, 33; Granite Monthly, 1881-1882, V, 64-68; According to Greenwood, in his John Manley, 89-90 quoting the London News of May 7, 1778, the Revenge (Conynham) flying the Stars and Stripes received a salute in March, 1778, in Cadiz, by Spain; The Resistance (Chew) flying

36. (Continued)
"Continental flag" at Martinique, seemed to secure respect in 1778 (Greenwood, John Manley, 88-89, quoting N.J. Gazette, April 15, 1778).

37. Scharf, Hist. of Delaware, I, 225-226, claims "the brig Nancy (Captain Hugh Montgomery), of Wilmington," Delaware, shortly after July 4, 1776, received a salute at St. Thomas, Danish Island, now Virgin Islands; Reprisal after defeating Shark entered St. Pierre, Martinique, July 20, 1776 flying "provincial Colors" of "field of white and yellow with 13 stripes," and later arrived at Philadelphia early in September, 1776. (Amer. Archives, 5th Series, I, 609-610; Id., 5th, II, 323-324; Pa. Gazette, September 18, 1776; Remembrancer, IV, 173).

38. Cooper, Hist. Navy U.S., I, 132; Nat. Geog. Mag., XXXII, No. 4, 294-295; Cooper, Lives of Disting. Amer. Nav. Officers, II, 33; Spears, Hist. of Our Navy, I, 69; D.A.R. Mag., October, 1919, 597.

39. Clark, Naval Hist. U.S., (1814), I, 61; Maclay, Hist. Amer. Privateers, 88-89, gives the year as 1778; Gordon's Hist. of Amer. Rev., III, 51-52; Greenwood, John Manley, 86-87.

40. "We had the mortification to see the usual honors paid to two Dutch frigates, and above all to the Revenge American privateer, commanded by Cunningham, who came swaggering in with his thirteen stripes, saluted the Spanish admiral, had it returned, and immediately got product." (Neeser, Letters, etc., Cruises Gustavus Conyngham, 127-128, quoting London Chronicle, May 5-7, 1778).

41. Congress adopted the Stars and Stripes, on June 14, 177

42. Franklin Papers, Amer. Philo. Soc., Philadelphia, XLVII 102, and Calendar, IV, 249.

43. John Paul Jones Papers (Parke to Jones), February 19, 1778; Papers of Cont. Congress, 168, I, 35, Jones to Eastern Navy Bd., February 23, 1778; John Paul Jones Papers, III, Jones to U.S. Commissioners, August 15, 1778; American Philo. Soc., Philadelphia, XLVII, 102, and Calendar, IV, 249; Jones was disappointed at not receiving the Indien, later re-named the South Carolina

44. John Paul Jones Papers, III, August 15, 1778; John Paul Jones Papers (Parke to Jones), February 19, 1778; 2nd Lieutenant Samuel Gamage served on board the Deane,

44. (Continued)
August 26, 1778 to September 15, 1779, and resigned his Commission November 2, 1779 (Index-Digest in Navy Archives of Correspondence of Treasury Department, concerning Naval Affairs); American Philo. Soc., Philadelphia, XLVII, 103, and Calendar, IV, 250.

45. Cooper, Hist. Navy U.S., I, 167; Surgeon Ezra Green of the Ranger under date of April 19, 1778, wrote in his Diary that a cutter mounting eight guns would not have "slipped through our fingers" and we "might have taken her with great Ease" "had the Captain have permitted the Marines to fire on them when they first came under our lee Quarter."

46. Journal of Jones in Niles Weekly Register, II, June 13, 1812, 250; Laughton, Studies in Naval History Etc., 379-380; Abbot, Naval Hist., U.S., 68; Sherburne, John Paul Jones, 45-47; Buell, John Paul Jones, Etc., I, 110-112; Mackenzie, John Paul Jones, 60-67; Hamilton, John Paul Jones, 56-58; Clowes, Royal Navy, IV, 11-12, minimizes this operation stating the guns of the "delapidated fort" were easily unspiked and the fire was put out; Memoirs of Paul Jones (Scotland, 1830), 177-178, states Cooper's hero of "The Pilot" was Jones and that Allan Cunningham had also used Jones as a hero; Cooper, Hist. Navy U.S., I, 169; Letter Book of John Paul Jones, I, 23, in Navy Library; Maclay, Hist. of Navy, I, 76; Hamilton, Life of John Paul Jones, 56-58; Mackenzie, Life of Paul Jones, I, 60-67; Spears, Hist. of Our Navy, I, 145; See Lendrum, Hist. of Amer. Rev., II, 111, for brief account; There was a rugged and dauntless honesty about Samuel Wallingford that must be admired. He was brave as attested to by his friend and shipmate, Ezra Green, Surgeon of the Ranger; he was loyal, for John Paul Jones himself wrote that Wallingford volunteered for duty at Whitehaven after the "two lieutenants, being averse to the enterprise, and yet being unwilling to discover their true motives, feigned illness"; he was efficient and had a promising future, according to Jones; he was a patriot, if there ever was one, and left a bride at home when he sailed from America on the Ranger; he was a perfect gentleman as proved by the letters of both Lady and Lord Selkirk; he possessed every good quality of an American Marine. Yet, with all this, there comes down to us an unjust criticism (that is attributed to John Paul Jones); (Sands, John Paul Jones, 82; Mackenzie, John Paul Jones, 60-67; Hamilton, John Paul Jones, 56-58; Laughton, Studies in Naval History, Biographies, 379-380; Wharton, Diplomatic Correspondence, 288-290) of his conduct during the Whitehaven landing. Piqued at his not arriving on the beach at Whitehaven as early as he had anticipated (due to his own miscalculations and which was the true cause of

46. (Continued)
the partial failure of the expedition) and the going out of the candles of both parties before they could set the shipping on fire, John Paul Jones is quoted as criticizing Lieutenant Wallingford for not setting fire to the shipping on the North side of the Harbor. Since the detachment led by himself did not set fire to the shipping on the South Side, it would appear that, to be impartial, he should have criticized himself, for he equally failed. It is difficult to reconcile the praise extended to Wallingford by Jones and these critical expressions. There have been so many words put in Jones' mouth by his biographers that possibly Jones might never have made the latter. There is no question but that the task assigned by Jones to Wallingford to set afire private property at Whitehaven was distasteful to him. Equally, there is no question but that he made every effort to complete his mission and was only prevented from doing so by the torch going out. After doing his best, and failing for the same reason that Jones' party did, he boldly and bluntly informed John Paul Jones that "nothing could be got by burning poor folk's property." There was a nobility about Wallingford in this incident that was absent in Jones. Much as he apparently abhorred the duty, he loyally volunteered to perform it, subordinating himself completely to the policy of his commanding officer. Having done his duty he gave vent to his true personal ideals and to an expression that is an intimate part of the spiritual foundation of our Country and our Corps; DeKoven, John Paul Jones, 287-288 publishes a certificate of Lieutenant Jean Meyer, a Swedish officer who embarked on Ranger on February 12, 1778, that criticizes Wallingford. Meyer was a Lieutenant in Infantry Regiment of the Baron de Fleming in service of Sweden. Certificate is uncited, however.

47. Thurston, Nelson and Other Naval Studies, 199; Sherburne, Life of Paul Jones, 62, sets forth apprehensions along coasts of Great Britain and Ireland; Spears, History of Our Navy, I, 155, wrote that Jones "electrified France and appalled England."

48. Diary of Ezra Green, Surgeon of the Ranger, stated that "Captain Jones with Lieut. Wallingford and about 12 men went on shore" to take Lord Selkirk; Niles Weekly Register, II, No. 41, 250, June 13, 1812.

49. Letters dated April 24, 1778 and May 15, 1778, copy in Letters and Documents at St. Mary's Isle, Relating to John Paul Jones, filed in Navy Library; Clark, Stevens, Alden, Krafft, Short Hist. U.S. Navy, 29; Sherburne, John Paul Jones, 49; DeKoven, John Paul Jones, I, 310.

50. Letter dated June 9, 1778, Copy in Navy Library in "Letters and Documents at St. Mary's Isle, relative to John Paul Jones," 41; DeKoven, John Paul Jones, I, 320; St. Mary's Isle is "one mile from Kirkcudbright" (Id., 56); Samuel Wallingford mentioned on ID., 70, 174.

51. "Let. and Doc. at St. Mary's Isle Relating to J.P.J.", 33, in Navy Library.

52. Buell, John Paul Jones, 115-121; Abbot, Naval Hist., U.S., 77; Log Book of the Ranger shows "Lieutenant of Marines Samuel Wallingford" was killed. (Photo of Log in Navy Library); Spears, Hist. of Our Navy, I, 154; DeKoven, John Paul Jones, I, 320; Granite Monthly, 1881-1882, V, 64-68; Cooper, Hist. Navy U.S., I, 172; Maclay, Hist. of Navy, I, 80; Cooper, Lives of Distinguished American Naval Officers, II, 42; Taylor, Life of Jones, 85; Hamilton, Life of Jones, 64; Mackenzie, Life of Paul Jones, I, 75; Diary of Surgeon Ezra Green of the Ranger; on date of his death Lieutenant Wallingford had an infant son George Washington Wallingford. While touring U.S. in 1817, President Monroe visited Kennebunk, Maine, and the address was made by George Washington Wallingford. (Niles Weekly Register, XII, 361); See Willis, Law and Lawyers of Maine, 252-256, regarding son of Lieutenant Wallingford.

53. See Taylor, Life and Correspondence of John Paul Jones, 45, 85, Buell, John Paul Jones, Etc., I, 115-121; Sands, John Paul Jones, 85; Mackenzie, John Paul Jones, 66-67.

54. Ezra Green's Diary for April 25th (page 41) states that "in the evening committed the body of Lieutenant Wallingford to the deep with honors due to so brave an officer."

55. The Granite Monthly, 1881-1882, V, 68.

56. Pension Records; The muster Rolls of the Ranger for this period show William Morris in command of 37 Marines (including 2 sergeants, 2 corporals, 1 Drummer, 1 Fifer, and 31 privates) and is in Archives of Pa. Hist. Soc., Philadelphia, in "Box 17" of Muster Rolls, etc. Three Marines were put on board prize brig Dolphin according to these rolls. Muster roll of the Ranger at capture of brig Lydia Crosley and sloops Henry and Swift (1779) is also given; D.A.R. Mag., July, 1923, 413.

57. John Paul Jones Papers (Wm. Morris to Jones, May 26, 1778).

58. See Naval Institute Proceedings, June, 1911, 470-471.

59. Paullin, Navy Amer. Rev., 370; See also Collections Connecticut State Library, Hartford, XVIII, 293-295, X, 220; D.A.R. Mag., February, 1919, 80-85.

60. "France tingled with joy at American victories and sorrowed at American reverses, but motives were mingle and perhaps hatred for England was stronger than love of liberty in America." (Wrong, Washington and His Comrades in Arms, 182); France had a "strong wish to humiliate England" (Perkins, France in Amer. Rev., 21).

61. According to many authorities among these Haitians were Beauvais, Rigaud, Chauvannes, Jourdain, Lambert, Christophe, Morne, Villate, Toureaux, Cange, Martial Besse, Leveille, Mars Belley, and others. According to many authorities (Leger, 42; Robin, History of Haiti, 47; Benito Sylvain, DuSart des Indigenes dans les Colonies d'Explortation, 102); See in this connection Jones, Hist. of Georgia, II, 384; E. Ferett & Co., Philadelphia, Stories of the Rev.; Paris Gazette, January 7, 1780; Mahan, Influence of Sea Power Upon History, 375; Address of Carl Kelsey delivered April 29, 1922 before Society Sons of the Rev., D. of C.; The War of Independence in the U.S., affected the mulatto population of Haiti to the extent that they claimed equal political rights with the whites. (Kingsford, Hist. of Canada, VIII, 3-11); "To increase their forces the French Commanders permitted the free blacks and mulattoes to enlist and they did good service; but when they returned to their country, they spread widely a spirit of disaffection, which no ordinances could destroy." (St. John, Black Republic, 31-32); Journal of Congress, February 22, 1776 mentions a ship arriving from Port-au-Prince; Journals of Congress, September 22, 1783 resolved that application be made to U.S. Minister in France to get information about schooner Good Fortune being condemned at Cape Francois on November 4, 1782.

62. Cowell, Spirit of '76 in Rhode Island, 156, 157, 314; Arnold, Hist. of R.I., II, 417; Captain Jones in 1807 was elected member of the General Assembly from Providance; was Speaker from May, 1809 to April, 1811, when he was elected Governor of Rhode Island and continued as such until 1817. (Biographical Cyclopedia of R.I., 155-156); John Deshon on March 9, 1778, wrote

62. (Continued)
Navy Board at Boston; "Captn. Whipple has also recommended Captn. Joans for his Captn. of Marines. He is a man well acquainted with the service having been in it most of the War, and has great interest in raising a compy of Marines. His appearance and character is such I apprehend as will do honor to the service." (Publications of the R.I. Hist. Soc., VIII, 214-216).

63. Thomas Greenleaf was the son of Joseph Greenleaf of Boston. (D.A.R. Mag., January, 1922, 29); Calendar of Franklin Papers, Amer. Phil. Soc., Philadelphia, II, 5.

64. See Notes on Battle of Lake Champlain in Chapter V; New Eng. Hist. and Gen. Reg., XXXIII, 36-41.

65. Franklin Papers, Amer. Philo. Soc., Philadelphia, II, 71.

66. D.A.R. Mag., January, 1922, 29; On January 9, 1779, Joseph Greenleaf at Boston wrote Benjamin Franklin begging him to have his son, who had been a prisoner in Portsmouth Jail, exchanged (Franklin Papers, Amer. Philo. Soc., Philadelphia, XIII, 23, and Calendar, II, 5); On October 27, 1779, "two Americans came on board one of which named Wm. Greenhill acted in the station of a Lieutenant, having made his escape from Fortun Prison in England. (Barnes, Journal of Serapis, in "The Logs of the Serapis, Alliance, Ariel," 25, 35); Nathaniel Fanning who served on Bon Homme Richard was also captured on the Angelica (Fanning's Narrative, Barnes, 1-3).

67. Probably Captain Thomas Pickering of Portsmouth, N.H., commander of the privateer Hampden who fell in battle with an English letter of marque (a British East Indiaman) in March, 1779. (Brewster, Rambles About Portsmouth, N.H., 242); Captain Pickering was killed at Annapolis, Nova Scotia, says a petition from Mrs. Pickering and he married Dorothy Stover of Cape Neddock. (Brewster, Rambles About Portsmouth, N.H., 112); See also Id., 222; Maclay, Hist. Amer. Privateers, 135. refers to this battle.

68. Cooper, Hist. Navy U.S., I, 179-187; See also Mackenzi Life of Paul Jones, I, 138-145.

69. Cooper, Hist. Navy U.S., I, 188-189; Penna. Mag. Hist. & Biog., VIII, 253; Clark, Naval Hist. U.S., I, 94, describes this cruise but dates and minor facts vary.

70. This is from Collum, Hist., U.S.M.C., which has been found extremely inaccurate regarding Marine personnel of the Revolution.

71. Penna. Gazette & Weekly Advertiser, May 26, 1779 and June 2, 1779; Arnold, Hist. of R.I., II, 440; See Penna. Archives, Series 2, I, 567, for letter dated January 20, 1776, thanking Committee of Safety for "the commission of First Lieutenant."; Clark, Naval Hist. U.S., I, 96, gives 4 killed and 10 wounded.

72. Outlook, III, January 3, 1903, 81; Neeser, Letters & Papers of Gustavus Conyngham, 160.

73. Secret Journals of Congress, I, 92-96.

74. Secret Journals of Congress, I, 99-100.

75. Schomberg, Naval Chronology, I, 433.

76. Wharton, Diplomatic Correspondence, III, 75; Paullin, Navy Amer. Rev., 275; Fiske, Amer. Rev., II, 121.

77. Field, Britain's Sea Soldiers, 144-145, 147; Jared Spark, Memoirs of Ledyard's Life and Travels; A. Hogg, A Collection of Voyages; See also Meany, Hist. State of Washington, 40-44; Paine, Ships and Sailors of Old Salem, 196-197; Ledyard obtained his discharge from the British Marines and "applied himself to an attempt to reach the North Pole overland; but after traversing Russia and a considerable portion of Siberia on foot and alone, he was compelled to relinquish the attempt through the jealousy of the Russian authorities, by whom he was thrown in prison." He was released and took up African explorations, dying at Cairo in 1783. (Field, Britain's Sea Soldiers, I, 147).

78. Out-Letters of the Marine Committee, II, 64; See also Paullin, Navy Amer. Rev., 166-167, citing Bancroft, Hist. U.S., V, 319; Marine Committee, Letter Book, Committee to Navy Board, Boston, September 28, November 10, 1779.

79. Out-Letters, Board of Admiralty, II, 197 (May 18, 1780); Wharton, Diplomatic Correspondence, II, 324-327; Paullin, Navy Amer. Rev., 278.

80. Naval Inst. Proceedings, XXXI (1905), 158; Wharton, Diplomatic Correspondence, II, 324-327; Paullin, Navy Amer. Rev., 278.

81. Peabody, John Manley, 18-19.

82. Jason was a privateer, See Chapter IV, Note 53.

83. Greenwood, John Manley, 109.

84. Field, Britain's Sea Soldiers, II, 307-308.

85. Pronounced Bagaduce.

86. Marine Corps Gazette, December, 1918, 281; Allen, Naval History of the Amer. Rev., II, 423-437.

87. Rear Admiral Colby M. Chester goes so far as to conclude that "next to the Nassau affair [New Providence, Bahama Islands in 1776] the Penobscot Expedition was the chief glory of the Marines in the Revolutionary War." (Marine Corps Gazette, December, 1918, 281); J.S. Barry, History of Mass., 160-163, is the sole authority located in hundreds that criticizes the Marines and he is obviously in error.

88. See Notes 227-231, Chapter V.

89. Mass. Hist. Soc. Proc., IV, 129-133.

90. Cooper, Hist. Navy U.S., I, 237; Clark, Naval Hist. U.S. (1814) II, 98; J.S. Barry, Hist. of Mass., 160-163, citing Thacher's Journal, 166, and Williamson, Maine, II, 470; Barry, Hist. of Mass., states that "1,500 men were ordered to be raised by the General Court in addition to the Marines on board of the public vessels; but only about 900 engaged, and of these some were pressed into service." (Bradford, II, 179; Williamson, Maine, II, 471).

91. Capt. Perez Cushing of Lt. Col. Paul Revere's Regt., asked permission to go on board Hazard on a cruise, spring and summer of 1779. With about 30 soldiers. Went on cruise and captured vessels in West Indies. He was in Penobscot Expedition. (Mass. Mag., I, 199); Clark, Hist. Navy U.S., I, 99, shows the ship Hampden of Portsmouth, N.H., was also present; See also Stedman, Hist. Amer. War, II, 147-152; See Mass. Rev., Arch., Penob, Ex. CXLV, for information concerning Captain Cushing; the Lieut. of Marines of Hazard on July 6, 1778 was Curthbert Inglesby (Mass. Board of War Orders, July 6, 1778, photostat in Navy Archives, XV).

92. Weymouth Hist. Soc., No. 1, VII, 58; Mass. State Arch. CXLV, 275, 284.

93. New England Mag., January, 1907, XXXV, 576; Barry, Hist. of Mass., 160-163, citing Williamson, Maine, II, 472; Paullin, Navy Amer. Rev., 350.

94. Mass. Rev. Arch., Penob. Ex., CXLV, 145; Marine Corps Gazette, December, 1918, 281; apparently Welsh relieved Captain Richard Palmes on the Warren. (Out-Letters of the Marine Committee, II, 84, 85, To Navy Board, Eastern Department, June 7, 1779).

95. The Navy Board, Eastern Department issued orders to Dudley Saltonstall, Commander of the ship Warren on July 13, 1779 for service in the Penobscot Expedition. Among other things he was directed to "preserve the greatest harmony with the Commander of the Land Forces." (Mass. Rev. Arch. Penob. Ex., CXLV, 39); recruiting for the privateers seriously interfered with the assembling of men for the Penobscot Expedition. Am embargo on privateer recruiting for forty days was put into effect on July 3, 1779 and repealed on August 21, 1779. (Mass. Rev. Arch., Penob. Ex., CXLV, 8, 346).

96. Mass. Rev. Arch., Penob. Ex., CXLV, 266-270; Mass. Soldiers & Sailors, IV, 922; Mass. Mag., July, 1910, III, 180-183.

97. Allen, Naval Hist. Amer. Rev., II, 423-437; Boston Gazette, August 9, 1779; Report of General Lovell; Cowell, Spirit of '76, 317, 318; See also Penna. Mag. Hist. & Biog., VIII, 253-254, referring to "Spirit of '76" and Narrative of Thomas Philbrook; But see Wheller, 295; Hist. Mag., February, 1864. Paul Revere Lt. Col. Artillery, deposed: At a council of war held on the Warren on July 26, 1779 "it was agreed that a detachment of Marines under Captain Welsh should attack Bank's Island and that they be supported by a party of militia under Brigadier-General Wadsworth." "I am ordered to send one field piece with the Marines. They git (sic) possession of the island." (Mass. Rev. Arch. Penob. Ex., CXLV, 246); On July 25, 1779 the Pallas received orders "to cover the landing of the Marines on an Island." (Mass. Rev. Arch. Penob. Ex., CXLV, 218-218a). "Arrived on the 25th [of July, 1779]. On the 26th I was ordered by Colonel Revere with my company of two 18-pounders one 12 and a howitzer to proceed to Banks Island. On the 27th * * *." Landed on July 28, 1779. (Dep. of Perez Cushing, Captain of Artillery, Mass. Rev. Arch., Penob. Ex., CXLV, 312). On July 26, 1779 "a party of Marines and militia landed on and possessed themselves of Bank's Island which occasioned the enemy's ships to move farther up the river, but no landing effected or attempted on Bagaduce." (Report of Captain Allen Hallet in Mass. Rev. Arch., Penob. Ex., CXLV, 207-209) Lieut. of Marines Williame Downe of the Tyrannicide deposed that on July 26, 1779 "Captain Cathcart order

97. (Continued)
me to get my Marines ready to land, which I did and about 5:00 p.m., landed on Bank's Island, which the enemy left precipitately." (Mass. Rev. Arch., Penob. Ex., CXLV, 267). G. Brown deposed that on July 26, 1779 "the first division is ordered into their boats to make a feint of landing on the Bagaduce Head, while the Marines are to land on an Island. * * * The Marine made good their landing, drove the enemy off the Islan and took four pieces of artillery, a small quantity of ammunition and without any loss." The military lost Major Littlefield and two men by a chance shot from the enemy's shipping. (Mass. Rev. Arch., Penob. Ex., CXLV, 254). Joshua Davis, Agent of Transports and Superintendent of Boats, deposed that on "Monday, the 26th, received orders to embark 300 troops to reinforce the Mareins in taking possession of an island in the mouth of the harbor where the enemy had some works, which we took and landed" artillery. (Mass. Rev. Arch. Penob. Ex., CXLV, 331). Captain Cathcart of the Tyrannicide reported that each ship furnished "a number of Marines to take possession of Banks Island" "under cover of the sloop Providence, brigs Pallas and Defence." General Lovell, on July 27, 1779, aboard the Sally wrote that he with "particular satisfaction returns his thanks to Captains Hacker, Johnson and Edmonds for their spirited assistance they afforded the Marines in covering their landing, and the Officers of Marines, who so nobly and with such alacrity made good their landing" on July 26, 1779, "on the Island and more particularly for their forcible charge on the enemy which occasioned their precipitate retreat and th acquirement of two pieces of cannon." (Mass. Rev. Arch. Penob. Ex., CXLV, 437). "Some of the Marines and soldiers under the command of the brave Captain Welsh took possession of Banks Island, which occasioned the enemy's ships to slip their cables and move farther up the river." So close were the Americans to the British that they "heard them damning the Yankes." (Dep. Joshua Davis, Mass. Rev., Arch. Penob. Ex., CXLV, 326-327); Mass. Rev. Arch., Penob.Ex., CXLV, 118.

98. Mass. Rev. Arch., Penob. Ex., CXLV, 274; See also Id., 170, 269, 311a, 319, 336-340; Captain Carnes was of Salem, Mass. (Id., 170).

99. Deposition of Lieut. William Downe, Mass. Rev.Arch. Penob. Ex., CXLV, 266; See also Id., 326-327.

100. Mass. Rev. Arch., Penob. Ex., CXLV, 246.

101. Mass. Rev. Arch. Penob. Ex., CXLV, 207-209; See also Id., 307-309.

102. Mass. Rev. Arch. Penob. Ex., CXLV, 119.

103. Clark, Naval Hist., U.S. (1814), I, 99-100.

104. Mass. Rev. Arch., Penob. Ex., CXLV, 258-259, 269-270.

105. Historical Magazine, Series I, VIII, 51; History of Penobscot County, Maine, 89; Mass. Rev. Arch. Penob. Ex., CXLV, 256, 257, 268, 443-444; Lieut. of Marines William Downe, of the Tyrannicide deposed that on July 27, 1779 "the Marines were ordered on board" the different vessels, and that about 3 p.m., 27th, Downe was ordered "to get ready to land at midnight"; that on July 28, 1779 at "about one in the morning I went in the boats with my men and about three o'clock landed on Bluff Head of Bagaduce" * * * "drov enemy from ground which I think they might have kept forever if they had chose to defend it." I pushed on with my men after the enemy, till I had got to the edge of the wood in plain sight of the main fort of the enemy and which at that time was scarcely three feet high on the northwestern and northern part of it and considering the confusion they must have been in and the ardor which our troops were animated with, if the ships had attacked the enemy that time as to have prevented the land forces from receiving any succour from the fleet, we could very easily have carried the place that morning." As the ships did not go in, the "land forces were obliged to encamp in the woods where we lay several days before anything material happened." (Mass. Rev. Arch., Penob. Ex., CXLV, 267-268). G. Brown deposed that: "The Marines on the right under the command of Captain Welsh;" First Division, General Wadsworth; second by Col. McCobb; third and left Division under Colonel Mitchell, General Lovell in center of column. Landing at about half an hour before sunrise. "In approaching the shore the Marines received the fire from the enemy and returned it with such spirit, as to cause a general discharge of musketry from them. The troops pushed for the shore, landed and formed as well as could be expected for a body of militia." They "mounted the heights and drove the enemy to their Fort, where it was thought imprudent to storm until a line of defence was secured and orders given for a supply of ammunition." (Mass. Rev. Arch., Penob Ex., CXLV, 255). Paul Revere deposed that the enemy's fort "was as high as a Man's Chin; that it was built of square logs" (Mass. Rev. Arch., Penob. Ex., CXLV, 246-247). "The 25th and 27th we took possession of Bank's Island and secured it. The next night the Marines and Land Forces were reembarked and the works on the Island left to the care of Captain

105. (Continued)
Hacker," (Dep. of Jere. Hill. Adjt. Gen. in Mass. Rev. Arch., Penob. Ex., CXLV, 287). "The troops with the assistance of the Marines landed and took possession of the Heights of Bagaduce * * *the officers and men deserve their Country's thanks for their activity and bravery." (Dep. of Gilbert W. Speakman, Mass. Rev. Arch. Penob. Ex., CXLV, 307-309). Lieut. Andrew McIntyre, Artillery, commanded a "field piece in the attack on Bank's Island," the day after they arrived. He remained there all the next day until night when on July 28, 1779 Lieut. Andrew McIntyre, art., landed. Followed Gen. Lovell up the Steep. Formed line. Woods thick Halted by Gen. Lovell. "While we were halting, two Marines came along and inquired for Captain Carnes. Colonel Revere asked them, what Captain Carnes; they said 'Captain Carnes of the Marines.' They said they had lost him." "A short time after, Captain Carnes came along. He went up to Colonel Revere and shook hands with him. Colonel Revere told him some of his men were looking for him and that they thought he was lost." (Deposition of Lieut. Andrew McIntyre Mass. Rev. Arch. Penob. Ex., CXLV, 311a). T. J. Carnes, Capt. of Marines of the ship Putnam deposed: "Being appointed by the Honorable Council to command the Marines on board the Putnam, Daniel Waters, Commander, for the Penobscot Expedition, after being there some days I received orders from the Commodore to have my Marines in order to land with the troops of the morning of the 28th of July". Col. Reveres' "Corps landed to the left of the Marines." Revere was to land as a "Corps de Reserve." (Mass. Rev. Arch., Penob. Ex., CXLV, 274). Paul Revere wrote that "as to the charges brought against me by Captain Carnes, for which I was arrested by the Council, I expected, he would have endeavored to have proved, one by one; * * * After all, what does he swear to: First, that I staid on the beach with my men, and did not go up the steep till the Marines and Militia had got possession of the Heights. Second, That I carried all my men on board the Transport and that they lodged there and that the sailors got my cannon on shore." Revere claimed that both charges were proved false. (Mass. Rev. Arch. Penob. Ex., CXLV, 336-340). For charges against Lt. Col. Paul Revere. (See Mass. Rev. Arch. Penob. Ex., CXLV, 166). Downe reported that on August 11 General Lovell was ashore with 500 men. 200 men were sent to draw the enemy out of his works. These 200 men "broke" and messed the operation terribly. (Mass. Rev. Arch. Penob. Ex. CXLV, 268-270). G. Brown deposed that on August 11, 1779 General Lovell "ordered 600 men to be paraded at twelve o'clock but many of the men not very fond of storming lines, thought it much safer to scuttle in

105. (Continued)
the woods and 400 only could be collected for the purpose of drawing the enemy out." The attack on this fort was a failure, the militia "breaking." (Mass. Rev. Arch., Penob. Ex., CXLV, 258); See also Mass. Rev. Arch. Penob. Ex., CXLV, 218-218a, 239, 240, 242, 258-259, 269-270, 300.

106. Clark, Naval Hist. U.S. (1814), I, 99; "During the siege (but particularly at the landing) many acts of valor and skill were exhibited by the Militia, Marines and Seamen." (Clark, Naval Hist. U.S. (1814), I, 100); Barry, Hist. of Mass., 160-163, wrote: "A steep precipice, 200 feet high was to be scaled in the face of an enemy securely posted."

107. Allen, Naval Hist., Amer. Rev., II, 423-437; M.C. Gazette, December, 1918, 281; See T. Jones, Hist. of N.Y., I, 297-299, for a service criticism.

108. Mass. Rev. Arch. Penob. Ex., CXLV, 244; On September 25, 1779 Captain Allen Hallet reported that about five days before the enemy's fleet arrived he "proposed to send a body of Marines, to assist General Lovell, in cutting off the retreat of the enemy's sailors. The Commodore then turned to" some of the Captains "and asked them how many Marines they could furnish; they answered, none. I then made an offer of 50, of which he took no notice. Captain Williams, I think, said he could furnish about 30 or 35 and Captain Cathcart said he could furnish about 25. The Commodore took no notice of this." (Mass. Rev. Arch. Penob. Ex., CXLV, 210).

109. Sergeant Lamb, Royal Welch Fuzileers, Journal, 278-279, wrote of this operation and destruction of vessels; Schomberg, Naval Chronology, I, 468; Gordon, Hist. Amer. Rev., III, 304-307; Barry, Hist. of Mass. 160-163, says the whole country was filled with "grief and murmurs"; Lendrum, Hist. Amer. Rev., II, 101-102, wrote that "a quarrel broke out between the soldiers and seamen concerning the cause of their disaster, which ended in a violent fray wherein a great number were killed." Mass. Rev. Arch. Penob. Ex., CXLV, 269-270. General Wadsworth deposed: "The failure of the Expeditionunder inquiry seems to me to be owing principally to the lateness of our arrival before the enemy, the smallness of our Land Forces and the Uniform backwardness of the Commander of the Fleet" (Mass. Rev. Arch. Penob. Ex., CXLV, 275). Mr. Wendover of N.Y. on March 24, 1818 stated that the Flag was "left to droop at Castine" (Annals of Congress, 1818, II, 1412).

110. Cowell, Spirit of '76 in R.I., 318; Narrative of Music Philbrick of the Providence published in Marine Corps Gazette, December, 1918, 239; Anna Welch, wife of Capt. Welch applied for pension. (Greenwood, Captain John Manley, 165, 167-170).

111. Hist. Mag., Series 1, VIII, 51 (Journal found on Hunter); The Secretary of War's Letter Book, 1792-1796, in Munitions Bldg., 575, shows Private Ebenezar Pinkham of Warren was "wounded by a musket ball which entered his right shoulder went through a joint of the neck and came out by the collar bone." He received one-third pension; Sergeant John Johnson served on Warren (Pension Records).

112. Naval Institute Proceedings, XXXI (1905), 158; Paullin, Navy Amer. Rev., 166, 311; Rec. & Papers, Cont. Cong., 123-125, Pollock to Pickles, January 20, 1780; Wharton, Diplomatic Correspondence, III, 870; In this connection, See Hart, American Nation, VII, 287-289; D.A.R. Mag., October, 1924, 599-600; John Adams to President of Congress, Paris, July 19, 1780. (Wharton, Diplomatic Correspondence, III, 869-870). In 1780, January-March, Spaniards and "five hundred people of colour," captured Mobile. (Stedman, Hist. Amer. War, II, 188-189).

113. Maclay, History U.S. Navy, I, 100.

114. For History of Alliance, See Military and Naval Mag., I, 183-185.

115. In a letter dated April 13, 1798.

116. See Cooper, Hist. Navy U.S., I, 192; Letter, June 15, 1779 of A. Gillon at L'Orient in South Carolina Hist. & Gen. Mag., No. 10, 1909, 131-135; Franklin wrote on May 26, 1779, to Commissioner of Foreign Affairs that Jones "now has the command of a 50-gun ship, with some frigates, all under American commissions and colors." (Wharton, Dip. Corr., III, 186-188); See also Idem, 309, 361-365.

117. Sherburne, John Paul Jones, 120-122.

118. Allen, Naval Hist. Amer. Rev., II, 444-448; Sherburne, Life of Jones, 140-144, gives "Roll of Officers, Marines and Volunteers."

119. Cooper, Hist. Navy U.S., I, 195, 198; Jones wrote to de Sartine on August 11, 1779, regarding 137 Marines. (Sherburne, Life of Paul Jones, 102-103; J.P. Jones Papers, V); Maclay, Hist. of Navy, 109,

119. (Continued)
states there were 380, inclusive of "137 Marine soldiers"; 119 American prisoners arrived at Nantes on a cartel and many joined the Bon Homme Richard. (Mackenzie, Life of Jones, I, 152-153); On February 6, 1779, Jones wrote to deSartine thanking him for authority to "raise French volunteers to serve as Marines." (Sherburne, Life of Jones, 88-90); See Resolutions of Congress, June 7, 1786, and October 11, 1787, regarding returns of the officers, Bluejackets and Marines.

120. Cong. Globe 172 - 30th Congress, 1st Session, 483.

121. Index-Digest in Navy Archives, 3, of Correspondence on file in Treasury Department, concerning naval affairs shows Private John Jordan, who was wounded, as an American; Sherburne, Life of Paul Jones, 140-144, shows "John Jordan" as wounded.

122. Lieutenant Edward (Edmond) Stack was born April 28, 1756, at County Kerry, Ireland; died at Calais, France, in December, 1833; son of "Stack of Crotts"; promoted through successive grades in British Army until he became "General" on July 22, 1830. (Gardiner, Order of the Cincinnati in France, 149-150; John Paul Jones Papers, 179, 180-182); American Marine Officer from February 4, 1779, to February 13, 1780; "Edward Stack, Sub-Lieutenant in the Regiment of Walsh in the service of his most Christian Majesty had leave from the Court of Versailles in the beginning of the year 1779 to serve on board the squadron which his majesty then put under my command as I had made it a condition with the Minister of Marine that the squadron should carry the flag of America because I could not, as an American officer, accept the commission of Captain in the Royal Navy of France. All the officers of the squadron received from me (with the consent and approbation of Mr. Franklin) Brevets that had been signed and sent blank to Europe by Mr. Hancock as President of Congress. The commission of Mr. Stack was that of Lieutenant of Marines in the Navy of the United States. In that quality he served on board the Bon Homme Richard and was in the engagement between the ship and the Serapis. At the Texel in the month of November following, he received orders from France to join his regiment then ordered to embark for the West Indies and on producing at Versailles the certificate I gave him at the Texel, His Majesty promoted him immediately to the rank of Captain with a pecuniary gratification for the loss sustained when the Bon Homme Richard sank after the battle.

122. (Continued)
But there can be no clearer proof of the high sense His Majesty entertains of the merit of that battle than his having conferred on Captain Stack on that account the pension of four hundred livres a year the 27th of February last. Captain Stack has applied to me and wishes to become a member of the Society of Cincinnatus. * * * If Mr. Stack therefore can obtain a similar opinion from their Excellencies Count D'Estaing and Count D'Rochambeau and from the Marquis de la Fayette, the Marquis de Saint Simon and Colonel Humphrys in writing at the foot hereof, I have no doubt that he will be considered in America as a member of the Society when he has paid a month's pay into the hands of Colonel Humphrys for the charitable fund of the Society." (Certificate of John Paul Jones dated at Paris, April 13, 1785 - Original filed in Library of Congress, W, 232, p. 31211). An endorsement at bottom signed by John Paul Jones is to the effect that "the foregoing is a true copy from the original in my hand given at Paris, July 18, 1785." Then follows statements by D'Estaing, St. Simon and LaFayette; See Journals of John Paul Jones, 179-182; See also American Catholic Historical Researches, 21, 1904, 29; See also John Paul Jones Papers (Maurice to Jones, February 5, 1779); "He was accordingly appointed Captain U.S. Marines, 4th February, 1779. (Gardiner, "Order of the Cincinnati in France," 149); During the engagement with the Serapis, Stack was "commanding in the maintop," and was highly commended by John Paul Jones; in a letter dated October 21, 1779, "Stack of Crotts" (father) wrote John Paul Jones, fearing that his son was dead, writing that if he has served "like a gentleman and a soldier, I shan't half regret his death," but "his loss will lie heavy 'pon me the rest of my days"; It has been stated that Lt. Col. Paul deChamillard of the French service was in command of the Marines. However, he "was never commissioned in the Continental service, but came on board the Bon Homme Richard the same as Lt. Col. Anthony Felix Wuibert, Continental Corps of Engineers, as a volunteer and guest of Commodore John Paul Jones, and to be useful if he could find employment for them. The cases of Captains Stack and MacCarthy were different,* * *they were duly commissioned * * *as Continental Marine Officers, Congress having entrusted the Honorable Benjamin Franklin, LL.D., U.S. Minister Plenipotentiary, with blank commissions for such purpose," (Gardiner, Order of the Cincinnati in France, 207-208); (Paul de Chamillard is erroneously called "Captain of Marines" in Index of Franklin Papers, Amer. Philo. Soc., V, 55); Idem, 324, erroneously calls Antoine Felix Wuibert "Captain of French Marines on the Bon Homme Richard";

122. (Continued)
See D.A.R. Mag., January, 1922, 32, and July, 1923, 416, for further facts regarding Stack; See also Naval Records of the Amer. Rev., 1775-1785, 207-209; See also Journal of John Paul Jones, 174, 182; Stack is erroneously listed as an "Ensign" in O'Brien, Hidden Phase of Amer. History, 438; See also Frost, Pictorial Hist. Amer. Navy, 25; Sherburne, Life of Paul Jones, 140-144, shows Stack as a "Lt. Col. Marines," which is an error; Buell, John Paul Jones, II, 343-345; Idem, 2-3, gives an interesting but very inaccurate account of Stack.

123. American Catholic Hist. Researches, N.S. 3, 1907, 9-15, shows him a Second Lieutenant in "Regiment de Walsh" and serving as such in American Rev.; In a letter dated March 3, 1779, to Jones, Macarthy volunteered to command the "soldiers of Marine" on the Bon Homme Richard (John Paul Jones Papers); Macarthy was authorized by Louis XVI to serve in United States Service; he was "appointed Lieutenant, U.S. Marines, 4th February, 1779." (Gardiner, Order of the Cincinati in France, 165); Sherburne, Life of Paul Jones, 134, 140-144, shows Macarthy as a "Lt.Cl. Marines"; Buell, John Paul Jones, Etc., 343-345.

124. John Paul Jones Papers shows O'Kelly had resigned his commission in Walsh's Regiment in hopes of being accepted by Jones (Moylan to Jones, June 18, 1779, and Walsh-Serrant to Jones, June 14, 1779); Sherburne Life of Paul Jones, 140-144, shows O'Kelly as a "Lt.Cl. Marines"; Idem, 134.; O'Kelley was not on board the Bon Homme Richard during the engagement with the Serapis.

125. Sherburne, John Paul Jones, 140-141; See Navy Library Archives, Class 3, Area 4, 0-1790, for Memorial dated November 20, 1834 of Captain Parke's son Wm. C. Parke of Suffolk Street, Boston.

126. John Paul Jones Papers, 40 (May 1, 1779).

127. Benjamin Franklin wrote Commissioners of Navy at Boston, on October 17, 1779 that "the coasts of Britain and Ireland have been greatly alarmed, apprehending descents, it being supposed" that Jones had land forces with him. This has put the enemy to much expense in marching troops from place to place. (Wharton, Diplomatic Correspondence, III, 380; See also Id., 361-365); Memoirs of Paul Jones (1830), I, 147; Niles Weekly Register, II, June 27, 1812, 27

127. (Continued)
Sands, John Paul Jones (1830), 149-150; On April 27, 1779, Lafayette wrote Jones recommending that no troops be put on Alliance "because there would be disputes between the land officers and Captain Landais. (Sherburne, John Paul Jones, 88); Memoirs of John Paul Jones (1830), I, 147; Maclay, Hist. of the Navy, I, 106; See John Paul Jones Papers, V, letter, August 11, 1779 to Sartine referring to this expedition; "A body of 500 picked men, taken from the Irish Brigade were to embark under the immediate orders of the Chevalier Fitz-Maurice." Lafayette arrived in the Alliance and desired to take part in it. "It was decided that Lafayette should embark with a body of 700 picked men." Benjamin Franklin addressed to Jones some admirable advice. He remarked that joint expeditions of land and sea forces often miscarried through jealousies and misunderstandings between the officers of the different Corps. Lafayette, of course, was a Major General in the American Army. (Mackenzie, Life of Jones, I, 138-145); On August 11, 1779, Lafayette wrote Jones recommending that 50 dragoons and 150 soldiers go aboard Bon Homme Richard, 300 on Monsieur, and the artillery, 150 soldiers, on Pallas, and that none go aboard Alliance "because there would be disputes between the land officers and Captain Landais," (Sherburne, Life of Jones, 90-91); See also Janette Taylor, Life and Correspondence of Paul Jones, 150-151; Jones wrote Lafayette on August 13, 1799, expressing regret that "our expedition was laid aside." (Sherburne, Life of Jones, 100-101, 103-104).

128. See Franklin to Francis Lewis and Bd. of Admiralty, Passy, March 17, 1781. (Wharton, Diplomatic Correspondence, III, 300-301).

129. Narrative of Jones, pub. from Niles Register, in "A General View of the Rise, Progress, and Brilliant Achievements of the American Navy to October 20, 1827, 52-53; Niles Weekly Register, II, July 4, 1812, 296-298; Sherburne, John Paul Jones; Mackenzie, Life of Jones, I, 162, wrote that Jones conceived the "daring and characteristic design of capturing this force and then landing his Marines and laying the town under contribution."; Sir Walter Scott, who was in the city at the time as a young lad, had described in the introduction to "Waverly" that on September 17, 1779, a squadron, under John Paul Jones came within sight of Leith, the port of Edinburgh and how a sudden squall, which drove Jones back, probably saved Edinburgh from being plundered.

129. (Continued)
(Wrong, Washington & His Comrades in Arms, 205-206); Niles Weekly Register, II, July 4, 1812, 296-298; Callwell, Military Operations & Mil. Pre., 301, for novels written with John Paul Jones as hero See "Paul Jones, A Romance" in three volumes by Allan Cunningham; and "The Pilot" by J. Fenimore Cooper, and "Paul Jones" by Alexander Dumas.

130. At 3:00 P.M., before engaging Serapis, Log shows - "Sent the small schooner with Mr. Lunt and number of Marines in her to board a Brigg" etc. (Barnes, "The Logs of the Serapis, Alliance, Ariel," 123-124); See Letter October 15, 1839, Brigadier General Comdt. Henderson to Sec. Navy, in which he states he "could point out two cases where the skill of our Marines' musketry has contributed greatly to the successful issue of actions at sea, the Serapis and Bon Homme Richard; Frolic and Wasp."; See Captain Mahan's Article in Scribner's Magazine, XXIV, 22; Barnes, Memoirs of Nathaniel Fanning, 417; Bancroft, Hist., U.S., X, 271-272; Fiske, Amer. Rev., II, 127.

131. Barnes, Fanning's Narrative, 37-38.

132. Walt Whitman wrote: "The tops alone seconded the fire of this little battery, especially the main top." (Cotterill & Little, Ships and Sailors, 235); Sherburne, John Paul Jones, 171-173; Janette Taylor, Life and Correspondence of John Paul Jones, 183, quotes Jones as saying that after Purser Mease was wounded Jones took his place, rallied a few men, shifted over one of the lee quarter-deck guns, "so that we afterwards played three pieces of 9-pounders upon the enemy. The tops alone seconded the fire of this little battery, and held out bravely during the whole of the action, especially the maintop, where Lieutenant Stack commanded"; Sherburne, John Paul Jones, 115-116; Sands, John Paul Jones, 183; Spears, Hist. of Our Navy, I, 256, wrote that a "bright Marine in the maintop" climbed out on the main-yard and dropped lighter hand grenades into hold of Serapis. Marines did some fine work in maintop under Stack; A member of the Richard's crew, probably one of Captain Stack's Marines from the maintop, lay out on the main-yard with a basket of hand grenades which he used with terrible effect. (See Cooper, Lives of Distinguished American Naval Officers, II, 77; Marines Magazine & Indian, V, July, 1920, 11); DeKoven, John Paul Jones, I, 446-447.

133. Asa Bird Gardiner, Order of the Cincinnati in France, 149; See Frost, Book of the Navy, 57, where Jones

133. (Continued)
ordered "Marines in the maintop" to snipe a sharpshooter in foremost of Serapis.

134. Allen, Naval Hist. Amer. Rev., II, 458-459.

135. Cooper; Lives of Distinguished American Naval Officers, II, 77; For effect of musketry fire, See Frost, Pictorial Hist. Amer. Navy, 25; Laughton, Studies in Naval Hist., 400; Buell, John Paul Jones, I, 209-234; Fanning's Narrative, 40-60; See also Henderson's letter to Sec. Navy, October 15, 1839; Morse, Annals of the Amer. Rev., 313.

136. Niles Weekly Register, II, 296-298; Schomberg, Naval Chronology, I, 461-462; Clowes, Royal Navy, 37-38; Sherburne, John Paul Jones, 120-122; Hale, Franklin in France, 264; Bowen, The Sea, Its Hist. and Romance II, 65, stated "one of the Marines" dropped this grenade.

137. Buell, John Paul Jones, II, 2-3, 343-345.

138. Cooper, Hist. Navy U.S., I, 224.

139. Cooper, Hist. Navy U.S., I, 215, 225-227; Clark, Naval Hist. U.S., I, 108; Franklin, Pap., Amer. Philo Soc., Philadelphia, 3 p. X,72 - Cat. IV, 495; Spears, Hist. of Our Navy, I, 254; See Sherburne, Paul Jones, 162-166 and Maclay, Hist. of Navy, I, 130-131, where Edward Stack, Eugene Macarty and Captain Matthew Parke subscribed to an article on the menance of the Alliance; Lieutenant Stack hailed Landais, saying "I beg you will not sink us." (Sherburne, John Paul Jones, 171-173; See also DeKoven, John Paul Jones, II 103); J. P. Jones wrote to Morris from Amsterdam all about this on October 13, 1779. (Wharton, Dip. Corr., III, 375-376); See Paullin, Dip. Nego. Amer. Nava. Off., 39 for prize claim of Wm. C. Parke son of Capt. Parke.

140. Clark, Naval Hist. U.S., I, 108.

141. See London Evening Post, October 9 to 12, 1779; Idem, October 16-19, 1779, shows John Paul Jones resided at public hotel at Amsterdam attended by his Captain of Marines and 2nd Lieutenant of ship.

142. Barnes, The Logs of the Serapis, Alliance and Ariel, XIX; On November 23, 1779, French Marines on board Alliance "sent on board the Serapis" (Idem, 42); The officers and crew of the Richard were transferred fr the Serapis to the Alliance except the French Volunteers; and French volunteers and Marines on the Alli nce were sent to the Serapis. (Idem, xx-xxii).

143. Clowes, Royal Navy, 39.

144. London Evening Post, October 9-12, 1779; Barnes, Logs of Serapis, Alliance, Ariel, 25, 29, shows that Jones left for Amsterdam on October 7th, This Marine Officer may have been "Captain O'Connell, of the United States Marines," who on December 19, 1779 wrote Jones from Rotterdam that he was constantly being mistaken for the "brave Paul Jones." (DeKoven, John Paul Jones, II, 19-20).

145. Janette Taylor, John Paul Jones, 219; See also Barnes, Logs of the Serapis, Alliance and Ariel, XIX; On November 22, 1799 "a number of Marines that had been sent on shore to guard" prisoners returned on board Alliance. (Idem, 42).

146. See Barnes, "Logs of Serapis, Alliance, Ariel," 42; "The American commander now sailed with his prizes into a Holland port, and the Dutch were so sympathetic with the American cause that, in spite of the British demand that he be given up, he was sheltered ten weeks before being ordered to leave. (Hart, The American Nation, IX, 316-318).

147. Army and Navy Reg., April 28, 1906; on April 14, 1781, Congress passed a Resolution thanking Jones and "that the thanks of the United States in Congress assembled be also given to the officers and men who have so faithfully served under him from time to time, for their steady affection to the cause of their country, and the bravery and perseverance they have maintained therein." (Sherburne, Life of Paul Jones, 234); The Stars and Stripes were flying" at Texel (Taylor, John Paul Jones, 224).

148. Taylor, John Paul Jones, 217, 219, 224; Jones' Narrative in Niles Weekly Reg., pub. in "A General View of the Rise, Progress and Brilliant Achievements of the American Navy to October 20, 1827," 62; Barnes, "The Logs of the Serapis, Alliance and Ariel," 42; Mackenzie, Life of Paul Jones, 213-220; Niles Weekly Register, II, July 11, 1812, 318; Wharton, Dip. Corr., III, 397-398.

149. Sherburne, John Paul Jones, 225; Sands (1830), John Paul Jones, 325-328; Buell, John Paul Jones, II, 58-62.

150. Called "Governor of New Orleans" in Secret Journals of Congress, I, 91; D.A.R. Mag., October, 1924, 599-600; See Fortier, Louisiana, II, 322, for brief account of Oliver Pollock.

151. Gayarre, Hist., Louisiana, 1347.

152. Secret Journals of Congress, I, 91.

153. Penna. Arch., 2d Series, XV, 658; Thwaites and Kellogg, Frontier Defense on the Ohio River, 191-193; See also Mag. of Hist., XII, November, 1910, 248.

154. Thwaites and Kellogg, Frontier Defense of the Ohio River, 191-193, 303; Fortier, Louisiana, II, 652-653; Pickett, Hist., Alabama, Georgia and Mississippi II, 36-38; See also Journals of Congress, January 31, 1778 (X, 106); Ib., February 19, 1778 (X, 184); Jefferson's Writings, IV, 77, let. October, 1779; Jefferson to Col. Matthews; D.A.R. Mag., October, 1924, 600.

155. Ramsay, Hist., Amer. Rev., 99; Wisconsin Hist. Coll., IV, 105-106; Gordon, Hist., Amer. Rev., III, 88; Pickett, Hist., Alabama, Georgia and Mississippi, II, 36-38; See also Secret Journals of Congress, I, 91, October 31, 1778; D.A.R. Mag., October, 1924, 600; Franklin Papers, Amer. Philo. Soc., IX, 96, X, 91, 146; Stedman, Hist., Origin and Termination, Amer. War, II, 167-168; D.A.R. Mag., October, 1924, 600.

156. Pa. Arch., 2d Series, XV, 658-660; Pa. Archives, XII, 143 contains a letter dated "Pittsburgh, August 2, 1779," from Col. Daniel Brodhead to Col. G.R. Clark, referring to "Captain George of late Captain Willing's company." A messenger arrived from Kaskaskia on March 16, 1779 that Captain Robert George had arrived there from New Orleans with 40 men. (English, Conquest of the New World, Life of Clark).

157. Out-Letters of the Marine Committee (To Col. John Beatty), II, 93; Pa. Archives, IX, 111, contains an extract of a letter May 7, 1781, from George Washington to Board of War, which states Captain Willing was an officer of the Navy.

158. Paullin, Navy Amer. Rev. 309.

159. Clark, Naval Hist., U.S., I, 111-112; Dimitry, Hist. and Geog., Louisiana, 60; Gayarr'e, Hist., Louisiana, 129-130; See also Nav. Rec. Amer. Rev., 1775-1788, 167 and (Lib. of Cong.), 37, 535; D.A.R. Mag., October, 1924, 601.

160. See Dimitry, Hist. and Geog., Louisiana, 64.

161. Dimitry, Hist. and Geog., Louisiana, 60-61; Hamilton Colonial Mobile, 252-256; The force included "American patriots" (Pickett, Hist., Alabama, Georgia and Mississippi, II, 40-41; D.A.R. Mag., October, 1924, 597-604.

162. Dimitry, Hist. and Geog., Louisiana, 61; Pickett, Hist., Alabama, Georgia and Mississippi, II, 40-41; Gayarre', Hist. Louisiana, 135-136; D.A.R. Mag., October, 1924, 597-604.

163. Records and Papers of Cont. Cong., 123-125; Pollock to Pickles, January 20, 1780; Paullin, Navy Amer. Rev., 166, 311; Nav. Inst. Proc., XXXI, 1905, 158; The British Commanding Officer wrote he could see "the Galvez brig" and "Pickler's Florida." (Hamilton Colonial Mobile, 252-256); In this connection see Hart, American Nation, VII, 287-289; D.A.R. Mag., October, 1924, 166; Wharton, Dip. Corr., III, 869-870; Year Book, 1921, Louisiana Soc., Sons Amer. Rev., 154-158; Hamilton, Mobile of the Five Flags, 161-162; Nav. Inst. Proc., XXXI (1905), 158; D.A.R. Mag., October, 1924, 597-604.

164. Dimitry, Hist. and Geog. Louisiana, 62-64.

165. The descendants of those who participated in the Galvez expedition are eligible for membership in the Louisiana Sons of the American Revolution; On May 3, 1925, President Coolidge in a Public address at the laying of the Cornerstone of the Jewish Community Center, among other things spoke as follows: "If we would seek a fairly accurate impression of conditions at the beginning of the Revolution, we must attempt a really continental view of North America as it was in 1775. The group of new-born commonweal which we commonly refer to as "the original 13 colonies," and which in our minds represent a considerable measure of nationality already achieved, d not in fact even know that they would be 13 in number. No man, on the day of Lexington, could be altogether sure that the Revolution was more than a New England affair. It might or it might not draw the middle and southern colonies into its armed arra of resistance. On the other hand, the 13 might have been joined by Canada, which was British in sovereignty, but chiefly French in population, by Florida and Louisiana, which were both mainly Spanish. In short, there might have been 14 or 15 or 16 original colonies participating in the North American revolution against Europe, or there might havebeen less than a half dozen of them. "At that time, France had no territory within continental North America. But this condition had existed for

165. (Continued)
only a short time, since the end of the Seven Years' war. France had by no means become reconciled to this exclusion from a part in the North American empire; and only a little later, in the year 1800, under a new treaty with Spain, resumed the sovereignty of the Mississippi valley. Three years after this, benefiting by the fortunes of the Napoleonic wars, President Jefferson confronted, and promptly seized the opportunity to buy Louisiana from Napoleon. Even then, many years were yet to pass before the last claims of Spain should be extinguished from this continent." (Wash. Post, May 4, 1925, 4).

166. Pa. Mag. of Hist. & Biog., XV, 101; The Life of Samuel Tucker, 342-343, shows Captain Seth Baxter entered Boston February 17, 1779, First Lieutenant Jeremiah Reed on December 3rd, and 2nd Lieutenant Cooper on March 28, 1779.

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